



EAA CHAPTER 10

OCTOBER 2008

PRESIDENT'S REPORT FOR OCTOBER

Besides the first of the month breakfast at Ponca City, a few other local flying opportunities like the Airman Acres Bean Dinner, the Sky Haven Brat Lunch, and Gundy's Wing Ding have presented themselves. A few members who like to travel a few more miles traveled to Pineville, LA, for their fly-in. On the 24th through 26th, the Flying M Ranch in Reklaw, TX, will be hosting many of our members in the piney woods of east Texas. The nice fall weather has been great for local flying.

The EAA B-17, Aluminum Overcast, will be in Tulsa on November 7-9 on the west side of R. L. Jones (Riverside) airport. The B-17 visit reminds the public of the missions flown during WWII and encourages their interest in flying. Reservations and payments for the flights are made through EAA in Oshkosh at 800-359-6217 or WWW.B17.org. Chapter 10 will be providing ground support on Friday, Saturday, and Sunday. Be sure to check your calendar to pick a day and time to volunteer to help. Sign up sheets will be at the meeting. By participating in ground support, Chapter 10 will receive a portion of the proceeds from National to support our chapter.

This month's meeting will feature a presentation by Marvin Haught of Stewart Aircraft Finishing Systems. The Stewart system paint is waterborne and does not require the protection from dangerous fumes like other paints. The paint system can be applied to fabric and metal aircraft. If you have ever planned to paint an airplane or touch one up, you will want to hear his presentation.

Mike Aichele recently went to Mexico, MO, to the Zenith Aircraft Co. to learn more about their light sport models. He will present some of the information about Zenith Aircraft's 650 and his visit at the October meeting.

In mid-September, I flew to Custer, SD, to participate in the Michelson Trail Trek 109 mile bicycle ride through the Black Hills. The RV-6 wasn't loaded like my trip to Oshkosh so there was ample room for the folding bicycle and a few days of clothing. During the 600-mile trip up, I saw one cloud way off in the west. The Black Hills were in their fall colors, and clear cool weather made the three-day bike ride just about perfect. After two days, I moved the plane to Spearfish to finish the ride at Deadwood. The Spearfish airport was extending its hard surface runway, so the only runway open was a grass runway 27/09. It was a long and rough taxi back and forth to the ramp, but at least it was useable. The departing takeoff was made in strong gusty crosswinds from the south. Fortunately, the RV-6 could handle it, and I made a longer trip back against a 20-knot head wind. Since nightfall caught up with me in central Kansas, I decided to stay in Russell, KS. It would have been a good stop if I had just seen the key to the courtesy car that night rather than the next morning. Walking is good exercise.

We'll talk about more fall fly-ins and activities at the meeting. See you there.

Bhrent

7 October 2008 – EAA’s Young Eagle Program is the most successful youth aviation initiative in history, and a dual announcement at the National Business Aviation Association annual conference in Orlando, FL will help it and other EAA youth programs continue to flourish.

Cessna CEO Jack Pelton and actor Harrison Ford appeared at EAA’s exhibit with President Tom Poberezny to confirm their commitment to EAA and its youth outreach initiatives for another year. Ford will serve as the Young Eagles chairman through 2009, and Pelton renewed his commitment to serve as the chairman of the Gathering of Eagles Committee.



PENDING EVENTS

October meeting the new slate of EAA Chapter 10 officers will be presented, there is still time to volunteer.

Pie Auction during the November Meeting.

Christmas Party will encompass the December Meeting.

Nov. 7–9 B-17 Aluminum Overcast will fly from the Road House on the west side of Riverside Jones, opposite the TCU site used during previous tours because there is a security fence at TCU which provides marginal clearance for the B-17’s wings when taxiing in. Volunteers are needed. Volunteers will be the first selected for flight on the next leg to Hutchinson, KS.

Who Brings Snacks?????

Please bring a snack to the membership meeting during the month that corresponds to the first letter of your last name as listed below:

January	A-C
February	D-F
March	G-H
April	I-L
May	Annual Picnic
June	M
July	N-P
August	Watermelon Feed
September	Q-S
October	T-V
November	W-Z

RECURRING CHAPTER 10 EVENTS

- 1st Monday of the month Chapter business meeting at our hangar 7:00 p.m.
- 2nd Monday of the month Newsletter folding session at our Hangar 7:00 p.m.
- 3rd Monday of the month Membership meeting at our hangar 7:30 p.m.
- 1st Saturday after the 3rd Monday Pancake Breakfast at our hangar 7:00-9:30 a.m.

Launch the Duty Fighter by Ron Knott, USN (Ret.)

I was assigned duty fighter alert although conditions were too rough for the fleet to be flying. Flight operations had been canceled. . . but the On Duty [Alert] fighter had not. I knew that there was no way they would launch me, since green water was now elevating itself 80 feet [or the deck was diving 80 feet] into the North Atlantic. ..(where's my barf bag?)

I was pulling significant plus and minus G's just sitting in the cockpit. In addition there was a thin sheet of clear ice that covered the flight deck making taxiing impossible. In fact it had taken about 10 sailors on each side of my aircraft just to get me on the Cat. Each time the ship would roll starboard the airplane would slide right. And each time the ship rolled port we would slide left. That was a helpless feeling to say the least. Finally, with heavy chains, they tied my airplane to the Cat. I was sitting in there, when all of a sudden the big bull horn sounded : ' LAUNCH THE DUTY FIGHTER ! '

' Hey . . . you've got to be kidding ! ' ..(ya gotta be shit'n me !) My engine was not running and I had no electrical power up for the command radio. But the launch crew was already removing my 10 chain tie downs and getting a ground starter in place. The crew gave me a two-finger ' turn up' and pointed to my headset. I knew this was a signal to call PRI-FLY.

Before I could transmit they were saying: ' We have an unidentified target approaching the 250 mile circle and you must check it out. You will be launched as soon as the ship can turn into the wind '. ' O s---' I thought. ..(Again and Again) The waves were so high that the catapult Shooter had to time our bow's up and down movement before he could launch my aircraft. Frequently, the ship's nose would be buried in a dive. The next moment it, would be climbing a wave and simultaneously rolling 10 to 20 degrees . . . while POINTING UP.

After checking all engine instruments [hoping to find a major problem] I determined that all systems were go. Also there were 3,500 troops were watching to see if I was a real fighter pilot. The Navy had bred into us to never turn down a mission. This alert could be the REAL ONE. And our fleet could actually be under attack! I saluted Shooter and adjusted back in my seat for the shot.

As the ship's bow started up the shot came, I was airborne at 180 kts in 1.8 seconds. There was no way I could keep my feet on the rudders during the catapult. After the catapult, some of us felt like roadrunner birds - and we'd key the mike saying, ' BEEP BEEP.' About the time I was recovering from the shot, Combat Control gave me vectors to the incoming target. And they instructed my speed to be G-A-T-E! WIDE OPEN THROTTLE WITH STEREO AFTERBURNER.

Even while rapidly climbing five miles high in less than 60 seconds, the F-8 Crusader was accelerating supersonic. And ninety seconds later, I was at 30M heading for the bad guys. To aid in finding the incoming Russian bomber's) I tweaked my radar range out to 60 miles. But stationed on the outer edges of the fleet, a destroyer (DD) was able to look out even farther with its radar.

I was turned over to the DD and I reported my position. They responded, ' Roger, Silverstep. We have you in contact.' I asked: ' WHERE'S THE BOGIE? '

Silverstep: ' It appears that was a false target ' [possibly generated by a non-gyro stabilized radar receiver due to the rough sea]. (Thanks a Bunch!) ' WOW ! I had risked my life for a false target.

Now, I had to land on a boat that was bouncing up and down like a cork.' Although being literally shot up into the air, flying to the target had been routine. But landing on a boat being ' beaten around like a puppet jerked on a string ' was not. I was given a You Are CHARLIE ON ARRIVAL

meaning that I could land immediately. I had the ship to myself.

Usually, if a bird needs more fuel the tankers are available to give it another drink. No tankers were up on that day. On the other hand, I did come back with enough gas for about six (6) landing attempts. Thank goodness I did.

When the ship is just rocking and rolling, the visual 'meatball' on the final approach glide slope is gyro-stabilized. But, if the ship is H-E-A-V-I-N-G AND B-U-C-K-I-N-G . . the gyro limits are exceeded making the 'meat ball's' light beam inaccurate. In this situation the Landing Signal Officer (LSO) will manually control the meat ball to keep you on a desired glide slope. In other words, he puts the beam where he wants you to fly. He can judge the huge waves and try to get you on board when the ship is level . Somewhat.

In most cases the pilot is not able to see the ship's movement on his approach. His thoughts are 100% focused on staying on the 'meatball.' And all the way to a trap, he is saying to himself : ' MEATBALL . . LINE-UP . . AIRSPEED.' This time I could see the ship's movements . . loud and clear !

The ship would be nose high while in a roll 20 degrees to port. That would be like flying into a wall. Now making another quick glance, and the boat was nose low and rolling both ways. With other glances, I could actually see the ship's huge screws under the fantail. I was in deep trouble. Perhaps making it impossible to make a successful landing.

The LSO was letting me fly in as close as possible before hitting the big red flashing lights. I was doing everything correctly, but got the wave off on my first 5 approaches. The LSO was not going to let me land on those first threatening approaches because I might destroy more parked airplanes than a Kamikaze.

I had fuel enough for ONE more attempt. Needless to say I was calling on a Higher Power to help me out. Thank goodness He was watching over me.

When I felt that tailhook engage the cable, I was the happiest man on board the USS Independence. The landing is just the opposite of the Cat shot. No matter how tight you secured your shoulder harness, your head is thrown forward and down. But after a moment you recover your senses and taxi out of the landing area. But my problems were not over. (I got the duty tomorrow night again)

I had to taxi on a thin sheet of ice that covered the rolling deck. Each time the ship would roll . the Crusader would skid in that direction. A few days earlier, I had observed an aircraft skid and drop overboard. Not many pilots survive. The 80 foot fall usually knocks them out - or their injuries disable them and they sink with the bird. This was called ' Church '. When someone would ask what happened to a pilot in an accident they would respond : ' Church ' meaning that he was killed and a memorial service was held.

Finally, the flight deck crew got enough chains and tie downs on the bird to keep it from taking a salt water swim along with its pilot. There was no 'Church' on that day for one happy pilot.

The ship's Captain congratulated my airmanship. The flight surgeon gave me a few(multiple) ounces of brandy and I headed to my stateroom for a little R & R. The ship was still bucking and heaving so while laying in my bunk I was mentally still pulling plus and minus G's (what the hell am I doing here?)

(Continued on next page)

CONT'D LAUNCH THE DUTY FIGHTER

Epilogue

After my Navy flying I joined the airlines. Many times I was very amused at the response of some of my co-pilots complaining about how hard and dangerous airline flying was. I felt like I had retired when first taking the airline job [even though it did have many challenges there as well]. But nothing compared to landing, day and night, on an aircraft carrier. I had adventures you can't buy in the civilian world.

Ron Knott

Note from editor. If some of these terms are difficult for you to understand we do have Chapter 10 members who have flown US Navy fighters from carriers. They can give us a better understanding of their techniques for landing. Most of us remember a landing now and then, but Naval Aviators recall every landing and most specifically those that occurred at night. There is a fraternity we all can envy. F-8 Crusaders flew during the mid 50s thru the 60s. A unique feature was their ability to cant the wing up during landing to give better visibility at an increased angle of attack. The F-8 Crusader had the highest MIG kill ratio for the Vietnam conflict as their pilots never forgot the art of aerial dog fighting.

Photo on last page.

FLYING EGOS BY TERRY BOSWELL

Those of us who fly enjoy slipping the surly bonds of the sky and flinging our craft thru footless halls of air frequently. There is a camaraderie among airmen that is envied by many. Do we foster this envy, I hope so! After all, many are timid and simply will not attempt to participate with our fraternity no matter the encouragement. Most of us really do not think we are special but others do regard aviators with awe. The question is how do we keep their sense of wonder alive without betraying our egos which must be stroked if ever so gently. After all, in the beginning we flew thru the air and the other people walked on the ground, it was as simple as that!

How do we manage to pull off feats of aviation that defy gravity and stupefy the public with our prowess at the same? Carefully gentlemen, carefully!

One evening I was working late in the 425th Tactical Fighter Squadron at Williams AFB, AZ. (We flew F-5s and provided training for the international customers that purchased this aircraft from the Department of Defense. No US contractor can not sell their weapon directly to any foreign government per our laws.) Under my authority as their commander were four training flights and the only Fighter Weapons Training School (FWIS) available internationally. The Air Force's FWIS is the equivalent to the Navy's Top Gun school.

About 1830 Maj. Ron Clingerman and a Saudi student, Abdul, knocked on my door. It seems they had flown a sortie to the gunnery range in an F-5F, our trainer or dual model. The student had preformed well on the gunnery range and returned to the traffic pattern with a bit of extra fuel.

Maj. Ron Clingerman was one of our most qualified instructors. He had flown a tour in the squadron before being sent to Saudi Arabia on exchange duties. Then he returned to the squadron for a second tour as an instructor. Abdul had about 45 hours in the F-5, but he had a 1000 hour ego.

CHAPTER 10 CLASSIFIED ADS

FOR SALE BY OWNER Glasair I/II RG, 300 hrs TTAF, Lycoming O-320 70 hrs SMOH, Lightspeed electronic ignition, High compression pistons, Large rudder, Dual sliding canopy, Panel mount GPS, xponder, intercom and more, New 3 blade MT propeller, New custom interior, Extended wing tips 80% completed, Ready for your paint, \$55,000 See at Gundy's (O38), Owasso, OK Contact Mark Fridley @ 918-274-3574 or rmfridley@cox.net

Franklin Aircraft Engine Model 4AC171 60 HP. $3\frac{7}{8}$ bore x $3\frac{3}{8}$ stroke 6/2 C.R., s/n 2052, $1\frac{7}{32}$ venturi, Eisenman magnetos, complete, No log book, \$1000, Contact Ken Smith 698-4129.

Lycoming O-235-0 T.C. 223, 100 HP, 2600 RPM, SM 1571-15, Two magnetos, no carburetor, otherwise complete., No logbook., \$1,000 Contact Ken Smith 698-4129.

Lycoming O-290-D2 135 HP, T.C. 229, no magnetos, has vacuum pump, engine damaged at L/H magneto mount area, L/H crankcase broken out, accessory case broken out, data plate is titled Lycoming Aviation Engine, No log-book, \$1,000 Contact Ken Smith 698-4129

Waco UMF-5 Biplane Waco UMF-5, 218 hours TTAE, 240 HP W-670 Radial, Radio, intercom, and ELT, 40 gal fuel, 350 mi range, 110 lbs baggage, 3 place, 25 awards: Grand Champion @ Biplane Expo, AAA Blakesburg, TX, Nebraska & Kansas, Oshkosh & Hondo, TX. This stunning beauty is built to Waco prints from the Smithsonian and flies better than it looks. 9500 hour build time over 12 years. Finished 2004. \$200,000. Contact John Hudec, 918-371-5029

FLYING EGOS (CONTINUED)

Nothing wrong with an ego until it gets beyond control. Abdul means the son of, a common phrase in the Middle East. It is akin to calling someone "hey buddy."

Following the first touch and go, Abdul pulled the nose of the aircraft up so sharply Maj. Clingerman took control lest they stall out and fall back to the runway. Abdul disagreed and was going to the mat over this because he felt his judgment and skills were as good as Maj. Clingerman's. The ride was graded as passing except for landings which received a pink slip. It was my job to now referee the match and Abdul had already decided he was the winner!

When he could not prevail he announced he did not want to fly w/ Maj. Clingerman any more. I replied, "OK, Ron, please put the completed grade book in the Operations Officer's office and I'll see you tomorrow." To Abdul I said we would change his instructor the next day.

Abdul remained in the office for some small talk. Then I asked him this question: "What do I do with you if this situation recurs?" He dropped his eyes and replied, "You send me home." My reply was, "Abdul, I am not the least bit interested in sending you home; we want to train you to be a good fighter pilot. Now, get out of here."

My perception was this was an ego problem. I certainly could not countermand the instructor who was as good as we had nor did I want to. My thrust was to help this young Royal Saudi Air Force Lt. understand flying is a thinking man's game, not an ego trip.

When Abdul was graduated he brought me a Middle Eastern coffee pot which we proudly display as a token of his respect.

How do we control our egos gentlemen? Carefully! Now, get out there and WOW some gravel agitators!

CHAPTER 10 OFFICER CONTACTS:

PRESIDENT

Bhrent Waddell
 13415 N. 155th E. Avenue
 Collinsville, OK 74021
 918-371-5022
 9bwaddell2@peoplepc.com

NEWSLETTER EDITOR

Terry Boswell
 1700 College Park Rd.
 Claremore, OK 74017
 918-283-1622
 9etbos@sbcglobal.net

VICE-PRESIDENT

John Nys
 8104 NH. 161st E. Avenue
 Owasso, OK 74055
 918-272-2504
 9jnys@cox.net

FLIGHT ADVISORS

Bart Dalton 918-272-8551 9planenutty@sbcglobal.net

SECRETARY

Bob Thrasher
 16315 E. 81st Court N.
 Owasso, OK 74055
 918-376-2148
 9sgs135@netzero.com

TECHNICAL COUNSELORS

Don Pearsall 272-5551 9dpowasso@cox.net
 John Nys 272-2504 9jnys@cox.net
 Bart Dalton (DAR) 272-8551 9planenutty@sbcglobal.net
 Roger White 371-4949 9rogerandEJ@progidy.net

TREASURER

Michael Aichele
 12404 S. 85th E. Place
 Bixby, OK 74008
 918-369-0493
 9ikelee@olp.net

YOUNG EAGLE COORDINATORS

Shawn Benson 918-274-3445 9thebensons1@cox.net
 Dan Kloker 918-272-7024 9squack1200@cox.net

EAA CHAPTER 10 ADDRESS

P.O. Box 1985
 Owasso, OK 74055

Note: For security purposes, you must remove the "9" from the front of the listed e-mail address to make it valid.

EAA CHAPTER 10 MEMBER APPLICATION/RENEWAL FORM
DUES ARE \$20.00 PER YEAR - JANUARY 1ST TO DECEMBER 31ST

Name _____
 Co-pilot/Spouse _____
 Address _____
 City _____
 State & Zip _____
 E-mail Address _____
 Home Phone _____
 Work Phone _____
 National Membership # _____

Aircraft owned _____

 Projects/% complete _____

 Bring this form to next meeting or mail to:
 EAA Chapter 10 Treasurer
 P.O. Box 1985
 Owasso, OK 74055



EAA Chapter 10

P.O. Box 1985
Owasso, OK 74055

We're on the web!

eaa10.org

NEXT MEETING: OCTOBER 20TH, 2008 @ 7:30

WHO BRINGS THE SNACKS: LAST NAMES STARTING WITH T-Z



F-8 Crusader, Reconnaissance Version