



EAA CHAPTER 10

MAY 2009

PRESIDENT'S REPORT FOR MAY 2009

EAA Chapter 10 was well represented at Sun N Fun in Lakeland during April. Jerry Thomas and I flew down a day early in my RV-10. Lynn Coltharp and Paul Shireman came later in their RAN Coyote and Bhrent Waddell brought his RV-6. There were some weather issues for all going and coming. As a side issue, who ever has a good line to the weather gods, please move the showers out before the picnic or I loose my sanity, which ever occurs first.

The EAA Ice Cream Social highlighted the EAA's new emphasis thru the Young Eagle's Program to interest America's youth in aviation from recreation to careers. We have supported Young Eagles well and am sure we will continue to support it. Thanks for your individual and collective efforts. Part of the renewed focus is to give participants a log book and provide an internet site to increase their participation. We really do need to encourage all to highlight the rewards of aviation.

The Terrafugia Roadable Light Sport Aircraft was exhibited at Sun N Fun. It is more of a novelty, as have been previous flying cars. I do not plan to drop my RV-10 and switch focus. The wheels are small and not really durable on the highway for long periods of time.

The Annual Picnic is set for the 17th at 1 PM (1300) to give us time to get home from church, change clothes and bring your offering of salads, vegetables, or deserts. As we have done in the past the Chapter will supply hamburgers and hotdogs with all the fixings. We look forward to seeing each of you as this is an excellent time to expand our friendships and mutual interests.

We are waiting for better weather (no rain) and moderate temperatures on the roofing project. If you would like to help, please notify me or another member of the board as we will probably just call those who can help when conditions are suitable for this work since none of us has any bounce insurance!

Fly Safe,

John Nys

EAA Chapter 10 picnic Sunday May 17th @ 1:00p.m.

BOARD PROCEEDINGS/TERRY BOSWELL

We had a good representation at Sun-N-Fun in Lakeland, FL. John Nys will report on their Ice Cream Social as the EAA continues to stress ways to involve and interest the younger generation in participation with aviation as a profession or recreational as an undertaking.

We are finalizing plans to repair our roof and these will be publicized. Manpower will be required so we would appreciate any and all who volunteer to help. A list of necessary equipment will be publicized to give us the opportunity of sharing from our vast storehouse of tools.

The board is also working on a second applicant for this summer's EAA Academy. Stay tuned.

Branson Airport Grand Opening by John Kurt

From 8–10 May the new Branson Airport held its grand opening and First Annual Air Show. This new airport is the first privately financed and operated commercial airport in the United States. It features commercial air travel on either Air Tram or Sun Country, full general aviation facilities, a 58,000 sq. ft. terminal with ground transportation. Their runway is 7140' x 150' with a partial taxiway and Class D airspace. There is an ILS to runway 32 and GPS to 14/32, AWOS, Jet A, 100 LL and deicing capabilities.

The Thunderbirds performed as well as the Golden Knights, and an A-10 demonstration as well as selected civilians like Steward Dawson. Displays included F-18, C-17, B-17, B-25, P-51, F-15, C-130J, Sea Fury & other.

AREA FLY-INS

Join us from 10 am to 2 pm at Harvey
Young Airport (1H6) on May 16, 2009
For a Fly-In

There will be free food & music &
Lots of fun. Come see a piece of
Tulsa's Aviation History!

Claremore Fly-In 30 May, 1100–1300

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 1300 till
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.

THE CORNFIELD BOMBER PROVIDED BY CRAIG LOOMILLER

In 1970, while assigned to the 71st FIS at Maelstrom AFB, Montana, a pilot ejected during an in-flight emergency. The pilot somehow got himself into a flat spin – considered generally unrecoverable in an F-106 – and he did what the flight handbook said to do – get out of it i.e. eject.

After the pilot did just that, 58-0787 recovered itself from this 'unrecoverable' situation. In a vain attempt to break the spin, the pilot had lowered half flaps, rolled in takeoff trim, and throttled the engine back to an approach power setting.

After the ejection, the aircraft recovered from the spin on its own, and established a wings level low rate descent under reduced power to the ground. Ground effect broke its rate of descent, and it settled into a near-perfect gentle belly landing in a farmer's snow-covered corn field.

When the local sheriff came upon the scene, the engine was still running. The aircraft was situated on a slight incline, and was creeping forward slowly under the thrust of its still-running engine, as the snow compressed to ice under it. Concerned about where it might be headed, the sheriff didn't think he could wait for the recovery team to get there from Maelstrom which was about 50 miles away; so he got himself connected to the aircraft's squadron for engine shut down instructions before he entered the cockpit to secure the engine.

A depot team from McClellan AFB, CA recovered the aircraft and it was eventually returned to service. When the 71st FIS was disbanded in 1971, 58-0787, now famously known as the "Cornfield Bomber", was transferred to the 49th FIS, where it finished out its operational service life.

Pilots of the 49th FIS would occasionally run into ex-71st FIS guys at William Tell and rag them unmercifully about the "emergency" so dire that the plane landed itself.

58-0787 is now on permanent display in its 49th FIS markings at the USAF Museum at Wright Patterson AFB, where its story is told in the exhibit. While the 49th FIS Eagle jocks are reportedly glad to see their squadron immortalized in this way for millions to see, they would prefer to see it made clearer that it was the 71st, and not one of theirs, who jumped out of this perfectly good aircraft.

My recollections of flying the F-102

By Terry Boswell

Although never current in the F-106 I did fly the F-102 from mid `65 thru `67. Initially the F-106 was named the F-012B but was later changed. It was powered by the J-75 and a much superior airframe to the J-57 powered "Duce" or F-102A. Both were designed as interceptors for the high altitude threat envisioned during the 50s and 60s. When first assigned to the Duce I was worried about landing because final approach was flown at 180 kias plus fuel with almost 20o of pitch. This is your hint to determine a small flaw in the above story. It was amazingly smooth during landing with good feel from ground effect. Visibility from the cockpit was limited but the platform was very stable when trimmed. At high altitude the F-106 did not have a match until the F-15 arrived on the scene.

A photo of the Cornfield bomber photo appears on rear page of this newsletter.

RADIAL ENGINES

For all of you more senior pilots out there. This bit of prose is designed to rekindle those fond memories of the throaty roar made by powerful pistons arranged in a circle, spinning a variably pitched propeller. I have always found that sound not only comforting, but easier on my ears than the screaming whine from a turbine, and the producers of that powerful roar never smell like a kerosene lantern.

DO YOU REMEMBER: S2F's, P2V's, P5M's, Ulf's, R4D's, R6D's, RB50's, T-28's, AD-1's, and even H-34s, where you sat on top an R1820?

This story is dedicated to all those who flew behind/between round engines. We gotta get rid of those turbines; they're ruining aviation and our hearing

A turbine is too simple minded, it has no mystery. The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat.

Anybody can start a turbine. You just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like

MORE COCKPIT CHATTER

Student Pilot: 'I'm lost; I'm over a big lake and heading toward the big "E".

Controller: 'Make several 90 degree turns so I can identify you on radar.' (short pause)... Controller: 'Okay then. That big lake is the Atlantic Ocean . Suggest you turn to the big "W" immediately .'

Pilot: 'Approach, Acme Flt 202, with you at 12,000' and 40 DME.'

Approach: 'Acme 202, cross 30 DME at and maintain 8000).'

Pilot: 'Approach, 202's unable that descent rate.'

Approach: 'What's the matter 202? Don't you have speed brakes?'

Pilot: 'Yup. But they're for my mistakes. Not yours.'

Tower: 'Cessna 123, turn right now and report your heading.'

Pilot: 'Wilco. 341, 342, 343, 344, 345...'

waking up a horny mistress. On some planes, the pilots aren't even allowed to do it...

Turbines start by whining for a while, then give a lady-like poof and start whining a little louder.

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead Starting a turbine is like flicking on a ceiling fan: Useful, but, hardly exciting. When you have started his round engine successfully your Crew Chief looks up at you like he'd let you kiss his girl, too!

Turbines don't break or catch fire often enough, which leads to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the mind!

Turbines don't have enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights.

Turbines smell like a Boy Scout camp full of Coleman Lamps. Round engines smell like God intended machines to smell.

Pass this on to an old recip guy (or his son, or anyone who flew them, ever) in remembrance of ALL the men and women who saved the world.

TO FLY ONE MORE DAY SUPPLIED BY VIBERT STROCK

Look carefully at the B-17 and note how shot up it is - one engine dead, tail, horizontal stabilizer and nose shot up. It was ready to fall out of the sky. Then realize that there is a German ME-109 fighter flying next to it. Now read the story below. I think you'll be surprised.....



Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a German pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to, and slightly over, the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe.

When Franz landed he told the CO that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the US at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.

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

COCKPIT CHATTER.....

British Airways flight asks for push back clearance from terminal.

Control Tower replies: 'And where is the world's most experienced airline going today without filing a flight plan?'

ATC: 'Al Italia 345 continue taxi to 26L South via Tango - check for workers along taxiway.'

Al Italia 345: 'Roger, Taxi 26 Left a via Tango. Workers checked - all are working.'

Lost student pilot: 'Unknown airport with Cessna 150 circling overhead, please identify yourself.'

Tower: 'American...and for your information, you were slightly to the left of the centerline on that approach.'

American: 'That's correct; and, my First Officer was slightly to the right'

Nova 851: 'Halifax Terminal, Nova 851 with you out of 13,000 for 10,000, requesting runway 15.'

Halifax Terminal (female): 'Nova 851, Halifax, the last time I gave a pilot what he wanted I was on penicillin for three weeks. Expect runway 06.'

Frankfurt Control: 'AF1733, You are on an eight mile final for 27R. You have a UH-1 three miles ahead of you on final; reduce speed to 130 knots.'

Pilot: 'Rogo', Frankfurt. We're bringing this big bird back to one-hundred and thirty knots fer ya.'

Control: (a few moments later): 'AF33, helicopter traffic at 90 knots now $1\frac{1}{2}$ miles ahead of you; reduce speed further to 110 knots.'

Pilot: 'AF thirty-three reining this here bird back further to 110 knots'

Control: 'AF33, you are three miles to touchdown, helicopter traffic now 1 mile ahead of you; reduce speed to 90 knots'

Pilot (a little miffed): 'Sir, do you know what the stall speed of this here C-130 is?'

Control: 'No, but if you ask your co-pilot, he can probably tell you.'

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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 \$25.00 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: SUNDAY MAY 17 @ 1300
ANNUAL PICNIC, HAMBURGERS / HOTDOGS**

