



EA A CHAPTER 10

OCTOBER 2009

PRESIDENT'S REPORT FOR 2009

We have engaged Rob Summers to speak at our October 19 meeting, 1930. Rob is a controller at Tulsa International Airport working both their tower and approach/departure control. We look forward to learning what we can do to ease their work load and facilitate our use of their air space when we land at Tulsa IAP or transient their area enroute to other airports like Jones Riverside. I am sure that many of us have utilized their services in the past and appreciate their cooperativeness. Come learn how we can work together.

John Kurt will head up our roof repair project the 17th of October, this coming Saturday. We hope to replace fasteners outside to ensure the sheet metal is securely attached. We will also be reinforcing the beams inside where necessary. We can always work inside if the weather is inclement which might delay the work outside. If you have a drill, saw or ladder please contact John to coordinate your assistance with equipment and your skilled hands.

We are in the fall season when we will conduct a much appreciated Pie Auction in preparation for our annual Christmas party in December. Jim Smith will again auction pies so dust off those scrumptious recipes and warm up your oven so your best efforts will treat our pallets.

We are completely moved to Collinsville. This newsletter reflects our new address and my cell phone number. If you fly in remember it is obligatory that a high speed, low pass be made before you land. No one wishes to arouse the ire of the airport authorities because you arrive without executing the approved landing pattern.

Hope to see all of you on the 19th.

Fly Safe,

John Nys

BOARD DOINGS AND PENDING EVENTS

17 Oct.. Work day for EAA Chapter 10. John Kurt will head roof repair efforts. We will work inside if the WX is inclement because we can always reinforce existing beams. If we can work outside we will be replacing roof fasteners. Come help!

17 Oct. Vance Air Force Base Civilian Fly-In, Site for information www.vance.af.mil/civilianflyin or Capt. Williams/Healey, Ph. 580-213-7233.

23–25 Oct. Reklaw Fly in at the Flying M Ranch in the Piney Woods of East TX. Last year there were 542 a/c and over 2000 guests. We sent some 15 a/c from Chapter 10 last year.

24 Oct. Harvey Young Fly-In and Free Lunch, 5 gal-

lons free AVGAS between 1000-1400 for Fly-Ins.

29 Oct. EAA B-17 Flights @ Riverside Jones, EAA Chapter 10 to support (This has been a superb fund raiser for Chapter 10. See Terry Hines to help. Flights are planned for 30, 31 Oct. & 1 Nov. On 2 Nov. it will fly to Enid w/ the possibility of open seats.

31 Oct Claremore Airport Monthly Fly-In, 11–1330.

16 Nov. is our annual Pie Auction to support the Christmas Party, Jim Smith, auctioneer exceptional.

12 Dec. Annual Christmas party in lieu of our normal monthly meeting. Attendance will be limited to about the 1st seventy (70) who purchase tickets.

FLYING OTHERS BY TERRY BOSWELL

Recently I had the privilege of flying two different World War II veterans who were aviators. Bob Moore resides in Claremore and flew P-40. He had not flown in about 20 years but proved he still has the touch. During his time at the controls he maintained his altitude with precision. He was most appreciative of his flight. In Washington, GA, we flew Jack Rhodes, a P-47 pilot. Jack is 86 and suffers from lung cancer (non smoker). He also has macular degeneration of his left eye so he would not fly but was thrilled with his brief flight. In his words, "You made my year and day." If you have an opportunity we hope you avail yourself likewise. This was a blessing.

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.

DC-3 DAKOTA FORWARDED BY CRAIG LOOMILLER

'It groaned, it protested, it rattled, it ran hot, it ran cold, it ran rough, it staggered along on hot days and scared you half to death' Its wings flexed and twisted in a horrifying manner, it sank back to earth with a great sigh of relief. But it flew and it flew and it flew.' This is the memorable description by Captain Len Morgan, a former pilot with Braniff Airways, of the unique challenge of flying a Douglas DC-3.

For more than 70 years, the aircraft known through a variety of nicknames — the Doug, the Dizzy, Old Methuselah, the Gooney Bird of the Navy, the Grand Old Lady — but which to most of us is simply the Dakota of the Army — has been the workhorse of the skies. With its distinctive nose-up profile when on the ground and extraordinary capabilities in the air, it transformed passenger travel, and served in just about every military conflict from World War II onwards.

Now the Douglas DC-3 — the most successful plane ever made, which first took to the skies just over 30 years after the Wright Brothers' historic first flight — is to carry passengers in Britain for the last time. Romeo Alpha and Papa Yankee, the last two passenger-carrying Dakotas in the UK, are being forced into retirement because of — yes, you've guessed it — health & safety rules. Their owner, Coventry-based Air Atlantique, has reluctantly decided it would be too expensive to fit the required emergency- escape slides and weather-radar systems required by new European rules for their 65-year-old planes, which served with the RAF during the war. The end of the passenger-carrying British Dakotas is a sad chapter in the story of the most remarkable aircraft ever built, surpassing all others in length of service, dependability and achievement.

It has been a luxury airliner, transport plane, bomber, fighter and flying hospital, and introduced millions of people to the concept of air travel. It has flown more miles, broken more records, carried more passengers and cargo, accumulated more flying time and performed more 'impossible' feats than any other plane in history, even in these days of super-jumbos that can circle the world non-stop. Indeed, at one point, 90 percent of the world's air traffic was operated by DC-3s.... More than 10,500 DC-3s have been built since the prototype was rolled out to astonished onlookers at Douglas's Santa Monica factory in 1935. With its eagle beak, large square windows and sleek metal fuselage, it was luxurious beyond belief, in contrast to the wood-and-canvas bone shakers of the day, where passengers had to huddle under blankets against the cold.

Even in the 1930s, the early Dakotas had many of the comforts we take for granted today, like on-board toilets and a galley that could prepare hot food. Early menus included wild-rice pancakes with blueberry syrup, served on bone china with silver service. For the first time, passengers were able to stand- up and walk- around while the plane was airborne. But the design had one vital feature, ordered by pioneering aviator Charles Lindbergh, who was a director of TWA, which placed the first order for the plane.... The DC-3 should always, Lindbergh directed, be able to fly on one- engine.

Pilots have always loved it, not just because of its rugged reliability but because, with no computers on board, it is the epitome of 'flying by the seat- of- the- pants'. One aviator memorably described the Dakota as a 'collection of parts flying in loose formation', and most reckon they can land it pretty well on a postage stamp. Captain Len Morgan says: 'The Dakota could lift virtually any load strapped to its back and carry it anywhere and in any weather safely.'

It is the very human scale of the plane that has so endeared it to successive generations. With no pressurization in the cabin, it flies low and slow. And unlike modern jets, it's still possible to see the world go by from the cabin of a Dakota. (The name, incidentally, is an acronym for Douglas Aircraft Company Transport Aircraft.)

But it is for heroic feats in military service that the legendary plane is most distinguished. It played a major role in the invasion of Sicily, the D-Day landings, the Berlin Airlift, and the Korean & Vietnam wars, performing astonishing feats along the way.

- When General Eisenhower was asked what he believed were the foundation stones for America's success in World War II, he named the bulldozer, the jeep, the half-ton truck, and the Dakota.
- When the Burma Road was captured by the Japanese and the only way to send supplies into China was over the mountains at 19,000 ft, the Chinese leader Chiang Kai-shek said: 'Give me 50 DC-3s, and the Japs (SP) can have the Burma Road.'
- In 1945, a Dakota broke the world record for a flight with an engine out of action, traveling for 1,100 miles from Pearl Harbor to San Diego, with just one- propeller working. (Continued on page 4.)

- Another in RNZAF service lost a wing after colliding mid-air with a Lockheed bomber. Defying all the rules of aerodynamics, and with only a stub remaining, the plane landed, literally, on a wing and a prayer at Whenuapai Airbase.
- Once, a Dakota pilot carrying paratroops across the Channel to France heard an enormous bang. He went aft to find that half the plane had been blown away, including part of the rudder. With engines still turning, he managed to skim the wave-tops before finally making it to safety.
- Another wartime Dakota was rammed by a Japanese fighter that fell to earth, while the American crew returned home in their severely damaged -- but still airborne -- plane, and were given the distinction of 'downing an enemy aircraft'.
- Another DC-3 was peppered with 3,000 bullets in the wings and fuselage by Japanese fighters. It made it back to base, was repaired with canvas patches and glue, and then sent back into the air.

In addition to its rugged military service, it was the DC-3 which transformed commercial -passenger flying in the post-war years. Easily converted to a passenger plane, it introduced the idea of affordable air travel to a world which had previously seen it as exclusively for the rich. Flights across America could be completed in about 15 hours (with three stops for refueling), compared with the previous reliance on short hops in commuter aircraft during the day and train- travel overnight. It made the world a smaller place, gave people the opportunity for the first time to see previously inaccessible destinations, and became a romantic symbol of travel.

'The DC-3 was, and is, unique,' wrote the novelist and aviation writer Ernest Gann, 'since no other flying machine has cruised every sky known to mankind, been so admired, cherished, glamorized, known the touch of so many pilots and sparked so many tributes.. "It was without question the most successful aircraft ever built, and even in this jet-age, it seems likely that the surviving DC-3s may fly about their business forever."

But after their retirement, there will still be Dakotas flying in the farthest corners of the world, kept going with love, dedication and sheer ingenuity. Nearly three-quarters of a century after they first entered service, it's still possible to get a Dakota ride somewhere in the world. Today, many DC-3s live-on throughout the world as crop-sprayers, surveillance patrols, air freighters in forgotten African states, and even luxury executive transports.

Even when they have ended their aerial lives, old Dakotas have become mobile homes, hamburger stands and hen houses. One even serves as a football team changing room. Clark Gable's private DC-3, which once ferried chums such as John and Bobby Kennedy, Marilyn Monroe, Frank Sinatra and Ronald Reagan, is in a theme park in San Marino. But don't assume it won't run again. Some of the oldest hulks have been put back in the skies. The ancient piston- engines are replaced by modern turboprops, and many a pilot of a modern jet has been astonished to find a Dakota alongside him on the climb away from the runway.

So what is the enduring secret of the DC-3? David Edgerton, professor of the history of science and technology at Imperial College, London, says we should rid our minds of the idea that the most recent inventions are always the best. 'The very fact that the DC-3 is still around and performing a useful role in the world is a powerful reminder that the latest and most expensive technology is not always the one that changes history,' he says. It's long been an aviation axiom that 'the only replacement for the DC-3 is another DC-3'. So it's fortunate that at least one seems likely to be around for a very long time to come.

In 1946, a DC-3 on a flight from Vienna to Pisa crashed into the top of the Rosenloui Glacier in the Swiss Alps. The aircraft was not damaged and all the passengers were rescued, but it quickly began to disappear as a blinding snowstorm raged. Swiss engineers have calculated that it will take 600 years for it to slide- down inside the glacier and emerge at the bottom.

PRACTICING FOR TAIL WHEEL LANDINGS IN AN F-102 BY TERRY BOSWELL

After USAF pilot training I was assigned to fly the T-33 at Tyndall AFB, FL in preparation for the F-104. The Tactical Air Command planned to give up their F-104s which the Air Defense Command would acquire and station on Long Island, Charleston and San Francisco where they would form a quick reaction, interceptor force. My squadron at Tyndall flew F-102s and T-33s as targets for training by interceptor pilots. Fortunately I was able to pinch a few flights in the TF-102 where the crew sat side by side. We affectionately named the TF the "Whale." Visibility from the cockpit of the TF was much better than in the F model. My flights were all with our squadron exchange pilot, RAF Squadron Leader Jones.

Fortunately the F-104 never materialized for other reason. The cockpit of the F-104 was designed around a single test pilot in the 95 percentile of the general population. The Starfighter was fast but that was all. It could not turn or go very far. The wings had 7 ½ foot spans. I think it flew final at 190 kts. Lots of macho but no bravado!

Eighteen months later I was transferred to Perrin AFB, TX to begin my checkout in the F-102 before going to Clark AF, Philippines. My only concern with learning to fly the Duce was final approach and landing. Visibility was down the nose because it required 18° of pitch on final approach. Further the approach speed was 180 kts plus fuel and no flaps. Neither the F-102 nor F-106 has any flaps but the B-58 did. I regarded this phase of my flying as difficult as my ego had not grown the match the normal sense of self for a macho fighter pilot. Perrin was full of wild bomber pilots who transitioned thru the Duce before going on to the B-58. As a group they were not accustomed to the independence of solo flight.

During the transition phase the first two sorties were flown in the TF with your instructor. Since visibility was good and your IP was right there these missions were a snap. The 3rd sortie was pure tension as my instructor would be chasing with both of us in F models. A normal approach at 180 kts plus 5 kts for fuel above 2000 lbs with 18° of pitch put my heart in my throat. Our primary aid would be a good VASI system of lights.

On the first approach I wired the airspeed as well as the glide slope. To my amazement I had the proper pitch attitude. I just knew I was in position to land but never felt the customary duck walk of the Duce as she rolled on the runway. Then a small voice came over the UHF airways, "you are about 6 feet in the air" which coincidentally resembled Maj. Hanna, my IP. The next approach that same voice said, "2 feet." On the third approach I found the rewards with a duck walk. After that, landing the Duce was not an issue.

It occurred to me that landing a tail dragger is much the same. Get on the prescribed approach speed at the proper glide angle (use the VASI lights if necessary) with a normal power setting, probably idle or close to it and you'll have the correct tail down attitude. I soon learned to drag the tail wheel just before planting the main gear. So, we can learn about flying slow by going fast! Not a skilled tail dragger but do have a hundred hours under my belt without any ground loops!

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-O 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

1946 Aeronca 7AC, Continental A65, 6078 TT, 167 TSMOH, LSA qualified, new struts, wing spars, and cover, Millennium cylinders, 32K firm 918-371-2001

Acreage for Sale: 2.5 Acres with 330' of Runway frontage, Airman Acres Airfield, Collinsville, OK. Sets on dead end road. No covenants. Secluded area. Build exactly what you desire. \$67,500 Darren 918-857-2728.

Young Eagle Co-Chair Flies A380 With Fellow EAA

Recently the crew of US Air from the Hudson River, Capt. Sullenberger and First Officer Skiles agreed to head the EAA's Young Eagle program relieving Harrison Ford of this responsibility. We can all thank Harrison for a good job.

8 Oct. '09—A week after taking the job as co-chair of the EAA Young Eagle's program w/ fellow aviator, Sully Sullenberger, also co-chair, Jeff Skiles (EAA 336120) had time for some fun. While in Toulouse, France at Airbus headquarters he flew the A380 with test pilot and fellow EAA member Terry Lutz (EAA 69308). Skiles is already familiar with the Airbus brand since he flies the A320, but who would not want to fly the largest passenger airplane in the world?

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course the more dismal your future becomes.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening odd-style paper-and-tin oil cans and splashing oil on your shirt but also can be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palm.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of diving rod to locate the most expensive part adjacent to the object we are trying to hit.

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**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: 19 OCTOBER, 2009 @ 7:30

WHO BRINGS THE SNACKS: T-V

DECADE BY DECADE, HOW 'OLD METHUSELAH' OUTLIVED EVERY OTHER AIRCRAFT

1930s

Built by a team led by engineer Arthur Raymond, and first flew on December 17, 1935 - exactly 32 years after the Wright Brothers' flight, at Kitty Hawk. Around 700,000 parts were used in its construction and 50,000 rivets held it all together, making the DC-3 one of the toughest planes ever made. For the first time, passengers enjoyed previously unheard of facilities such as lavatories and hot food.

1940s

The C-47, a military version, became known as the 'Skytrain'. It had strengthened metal floors, larger access doors and a towing cleat for gliders. It could transport 28 fully-equipped paratroopers or up to 6,000lb of cargo, which might include a Jeep and trailer or an anti-tank gun.

1960s

During the Vietnam War, a gunship was developed, nicknamed 'Puff the Magic Dragon' due to the roar and flames from the guns. The AC-47D carried 21,000 rounds and three 7.62mm Miniguns with a fast (16,000 rounds per minute) or slow (3,000 rounds per minute) rate of fire. With seven crew members, it operated typically at 3,000ft, 130 knots airspeed, without armour or escorts and carried 24 to 56 flares, manually thrown out of the door.

21st century

Some 400 DC-3s are believed to be still flying, although the exact number isn't known. It is now mainly used in Africa and South America, where its ability to take off and land on grass or dirt runways is highly valued. It is also used for crop spraying, freight transport, passenger service, military transport and by skydiving teams.

HOW THEY COMPARE

Douglas DC-3		Airbus A-380
95ft	Wingspan	261ft 8in
64ft 5in	Length	239ft 4in
28	Capacity	555 (Max 850 economy only)
216mph	Max speed	652mph
1,495 miles	Range	8,000 miles
7ft 8in	Fuselage width	23ft 6in

Graphic by John Lawson and Phil Argent