



Der Flügtag

EAA Chapter 958 New Braunfels, TX
Where every day is a good flying day!

Experimental
Aviation



The Success
Continues...

EAA
Chapter 958

Next Meeting August 8, 2009

Place: New Braunfels
Airport
Main Terminal Building

Time: 10:00 AM

Program – San Antonio
FAAST team will have some
up to date information for
us regarding Light Sport
Aircraft.

Board Meeting – 9:00
Terminal Building



Air Venture 2009 Builder's Workshops

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Talk about first class speakers! We had one at our July Chapter meeting! Lt. Col. John Larrison, USAF (Ret.), was our guest speaker and he kept us on the edge of our seats with tales of his tours in Viet Nam as an A-1 pilot. He had a steady stream of photos and maps to illustrate his stories about flying one of the finest, but often unsung, combat aircraft of the war. He was often ordered onto missions where he flew reconnaissance low and slow over enemy supply routes and provided defensive fire for friendly troops in contact. He frequently speaks to other groups about that part of the air war to remind that air power is still a major factor in military operation

We were pleased to be graced with the presence of six

people from a retirement community in San Marcos who really, really big opportunity for guests will be our September meeting, but news about that is elsewhere in this newsletter.

came to hear Col. Larrison's stories. Guests are always welcome at our meetings. The next

Meanwhile, we look forward to seeing you all at our next chapter meeting, 8 August, when the San Antonio FFAST team will have some up to date information for us regarding Light Sport Aircraft. See you then!

Bob Hiernomayus

July Meeting



Lt.Col. John Larrison - Vietnam Pilot



A-1 SkyRaider

War Stories. Most of us enjoy them especially if given by those who participated in their making and came out the other end, healthy, successful and a bit wiser. Our July Speaker, Lt. Col. John Larrison, was just the sort of fellow you love to listen to. He is, what they often call, "The real deal." You can make your own definition of what you think a "Hero" is but mine would certainly include Lt. Col. Larrison. Here is a guy who did not take the easy way out. He served in Vietnam before the build up, in the mid 1960's. Daily he put his life on the line when he could have been doing something far safer and he was one of those rare individuals who actually participated in making

history. Lt. Col John Larrison gave those in attendance an insight to part of the Vietnam war not often told, the build up phase of operations when we were only "advisors" to the Vietnamese. He also elaborated on the proud history of the A-1, which was basically a late WWII designed airplane that served proudly in both Korea and Vietnam and was responsible for saving many downed flyers and helping our ground troops out of bad situations. It was an interesting meeting and we should thank Bob and Bob Hiernomous and Barry Genaske for continuing to bring excellent speakers before our Chapter.

August Plane of the Month

The July Plane of the Month was the Boeing 307 Stratoliner

From This

To This



Boeing 307 Stratoliner



Memphis Belle (B-17)

This might be one of those "I've seen it before but don't know what it is" airplanes. That might be because there were only 10 made and only one has survived. The survivor is currently on display at the Steven F. Udvar-Hazy Center at the Washington/Dulles International airport. Although there were only 10 of the civilian versions made, there were 12,700 of the military version which happened to be the B-17 Flying Fortress. Which came first the B-17 or the Stratoliner? That honor goes to the B-17 having its first flight in 1935 with the first flight of the Stratoliner happening in July 1938, some 71 years ago. The B-17, by the way, dropped a higher tonnage of bombs in WWII than any other bomber.

Boeing won the contract for the heavy bomber in the early 1930's and almost immediately developed a military transport version using most of the components of the B-17. This version was designated C-75. The 307 had many firsts but the most important of all was that it was the first fully pressurized airliner to serve anywhere in the world. This allowed the airplane to fly at 20,000 feet which led to its nickname, the **Stratocruiser**. It claimed to fly above the weather. Unfortunately, only 10 Stratocruisers were built and when WWII began, they were pressed into service as C-75's. The Stratocruiser was to replace the DC-3 and it had the credentials to do just that. Three of the Stratocruisers were purchased by TWA and reduced the cross continent time (from the DC-3's) by over two hours. The TWA Stratocruisers

eventually ended up in Vietnam during the French Indo China war.

Now there is only one Boeing 307 left and it resided at the Pima Air Museum for 23 years in Arizona. Some Boeing employees “discovered” the only example of the 307 while retrieving a Boeing 367-80 (Dash 80) for restoration. This caused a great deal of excitement at Boeing and they arranged to fly it to Boeing Field in June 1994. Complete restoration was achieved by 2001, at which time it was flown to the EAA Fly-In that summer. In March of 2002 the “Clipper Flying Cloud” as the remaining 307 had become to be known, was ditched in Elliot Bay near Seattle. You know, accidents are almost

never just one thing but a combination of small errors that taken all together lead to a major drama. In this case, the method of judging fuel in the Stratocruisers tank was determined by “dipping.” The pilot took off thinking he had a full load that would provide two hours of flight time. Also, instead of watching the gages properly, the crew was distracted when the landing gear failed and had to be cranked down by hand. Result, the plane ran out of gas some 45 minutes into its flight schedule. Fortunately, the crew had only minor injuries and the plane was not badly damaged. Within a year of hauling it out of the water, the airplane was back in the air and on its way to its final resting place, the museum at the Dulles international airport.

August Planes of the Month

Can you name both?



Aeronca

Many, probably even EAA members, if asked which company FIRST began production of general aviation aircraft for the masses, might well guess Piper Aviation. **WRONG!** While Piper certainly got into the game early, Aeronca beat them to the punch by two years. Aeronca Corporation is one of the older aviation companies but does not have nearly the

media presence of the Piper and Cessnas of the world. Founded in 1928 little did they know what lay ahead with the coming depression, yet they have survived to this day. Aeronca was the first U.S. manufacturer to produce and market a light airplane for the general public. LSA could well have applied to their early production models. In 1940

Aeronca moved from its founding location at Lunken Field in Cincinnati to Middletown, Ohio in 1940 and shortly thereafter, in 1941 the Aeronca Corporation simplified their name to simply Aeronca.

WWII was good to Aeronca as their products were in high demand but not for the public so much as for the military. Light liaison and observation aircraft were needed, very much like the O-1 in Vietnam kept the company very busy and they supplemented that production with gliders and trainers, all of which were used in all theaters of the world. The Post war boom was also good for Aeronca. Money was available to returning pilots and Aeronca had affordable airplanes such as the Champ and the Arrow that suited the needs of returning veterans. During peak production, over 50 airplanes were produced EACH DAY and the result was that many young want a be pilots of the post war era had their first flights in an Aeronca

As has been said, not much is heard about Aeronca today and that is because airplane production ceased in 1951 after 23 years of building airplanes. Some 17,000 airplanes had been built with 55 models in all. Usually, when a company stops production on its main product-line, the company folds but not so for Aeronca. The company saw the decline in light aviation products as a signal to shifted its focus from manufacturing airplanes to producing components FOR airplanes. Along the way, they developed key manufacturing and design techniques used to create heat resistant parts. The result of this pioneering landed a contract to produce the command module of the **Apollo Space Craft**.

Today the company is very different from that started in 1928 yet it remains at the center of much of the airplane

building process. It provides missile control surfaces, door replacement structures for many Boeing planes and it is an international company with manufacturing facilities in both the United States and Europe. Being able to provide design, testing AND certification for its products is one of the keys to their ongoing success.

To This



**Apollo 11
Capsule**

Aeronca From This



Aeronca Grass Hopper (WWII)



1929 Aeronca C-2



Ed Johnson's Project

Ed Johnstone's 1941 Aeronca

The above Aeronca Chief was purchased three years ago by our own Ed Johnstone. I believe there was some sort of "nostalgia" factor that influenced the purchase, but you would have to ask Ed about that. You will notice no propeller but other than that, it looks pretty servable. Ed emphasized that his was a prewar Aeronca, probably one of the last build before Aeronca switched production to military requirements. As such, its designation is KCA(65-CA). Had it been built AFTER the war, the same model would have been designated 11AC. until the plane had its DER inspection. This revealed wood rot in one of its wings and necessitated a rebuild of that wing. What to do? Rebuild was the choice but Ed is not retired and did not have the amount of time

to devote to the rebuilding project as many of his peers. Being a problem solver, Ed looked for help and found a wonderful resource in the Randolph High School which he has described as being a "gold mine" for searching out and finding young people interested in part time work connected with aviation. Matthew Castriotta and Scott Page both came from Randolph High School and were instrumental in helping to rebuild the wing. You may want to confer with Ed about seeking interested assistance in repairing or even building an airplane. It would be a "win/win" for all parties involved. You would be introducing a youth to aviation, much like Young Eagles only much more in depth and you might find very valuable

assistance to speed your project to

completion.

Aeronca Current Status

After three years and many hours of work and I suspect, expense, Ed has flown his Aeronca. The wing is fixed and yes, it has a propeller. Much of the hard work would appear to be done. It might be a great

meeting to have Ed and perhaps others who have purchased aircraft that they have repaired and to understand the process, the costs, the resources and plus' and negatives of such an undertaking.

Calendar of Events

August 2009

Aug 8 — Lufkin, TX. Angelina County Airport (KLFK). Fajita Fly-In. EAA Chapter 1219 monthly fly-in from 10-2 with great fajita lunch for \$5 donation to the Young Eagles . Contact Don Lymbery, 936-225-0422;

SEPTEMBER 12, 2009

Spot Landing Contest

Please schedule yourself to fly in to **San Geronimo Airfield (8T8)** for Capt'n Bill's Spot Landing Contest, sponsored by EAA Chapter 35 in San Antonio, Texas. For a small donation you can enter this fun-filled event and share stories with other pilots and Chapter members. Sign up at 8T8 between 0900 and 1000. Lunch will be available. Each aircraft entered will receive a coupon good for one hamburger and drink. This is Capt'n Bill's third AeroEvent of the season for Chapter 35; don't miss it. Capt'n bill is coming off of two highly successful poker runs and this event promises to be a strong finish to the summer flying season. Contact: Bill Bartlett, PMP, RCDD; email bartlettsat@

OCTOBER 2 - 3, 2009

Terrell, TX. Flights of Our Fathers Fly-In (Website <http://www.bftstexas.com>)

Terrell Municipal Airport. In honor of the anniversary of The British Flying Training School, the BFTS Museum is hosting a Dinner-Dance and the City of Terrell is hosting a Fly-In October 2nd 3rd, 2009 to honor the British pilots who trained there and the American officers and civilian staff who assisted with that training. The airport and museum grounds will open at 6pm on Friday for a dinner and dance with a USO style performance. Tickets are \$35. Saturday's event will start with a pancake breakfast at 7:30am and host other food, memorabilia, and craft booths. Vintage air craft and antique cars will be on display. Event plans call for a Color Guard Saturday at noon, with demonstrations by helicopter medical evacuation units, experimental aircraft, Red Cross, and others. Admission for adults is \$8, ages 5 – 15 \$5, and Adults over 65 are \$8. Contact: Lynnette Nadeau 972-524-4322, Email lnadeau@cityofterrell.org

OCTOBER 17, 2009

Bryan, TX. Coulter Air Classic (Website <http://www.coulterfield.com>). Coulter Field. (KCFD)

Join us for a great day of aviation featuring vintage a WWII bomber, trainers, and fighters. With cold war soviet trainer L-29s. Formation flights with RV-6s and Yak 50/52s. Acrobatic aerial demonstrations and much more! Food and beverages and entertainment for all ages. Admission \$5.00 per car. Contact: Karl Preston 979 412 1611, Email info@coulterfield.com

AirVenture
2009



2009 RANDOLPH Air Show

NOVEMBER 7-8

REAL! LIVE!
ADRENALINE!

Aerial
demonstrations
of modern airpower
Featuring:

F-18 HORNET

&

A-10 WARTHOG

F-22
RAPTOR
demonstration

Gates open
at 9 a.m.

Free parking
and admission.

TORA!
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Details at www.randolph.af.mil

Pearl Harbor Reenactment

Richard Weber
196 Bentwood Drive
Spring Branch, TX 78070
