

www.eaa252.org

November 2005

Oshkosh - Sport Aviation Capitol of the World

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**The regular monthly meeting of EAA Chapter 252 will be on
Thursday evening, November 10, 7:00 pm**

EAA AirVenture Museum

**Winter Speaker Series Program -
Autogiros & Gyroplanes**



EAA's Zachary Baughman will present a slideshow covering the historical development of autogiros through the years. Afterwards, fellow EAA employee and aviation expert, Joe Norris will take attendees on a walk around the 1931 Pitcairn PCA-2 autogiro "Miss Champion" and compare it with Chuck Lukas' (EAA Chapter 252) modern RAF 2000 gyroplane. A video of Miss Champion landing at Pioneer Airport in September 2005 will also be shown. The entire 90-minute presentation is perfect for gyroplane owners, aviation enthusiasts, and history buffs alike.

Paper Airplane Weekend

November 12-13, 2005

10:00 am- 5:00 pm



Kids will have a blast testing their skills flying paper airplanes at EAA AirVenture Museum. Instructed by Ken Blackburn, the world-record holder for the longest paper airplane flight, participants will learn the secrets to making paper airplanes that fly faster, higher, and farther. A paper airplane contest will also be held with prizes going to the winner. This fun family event is included with Museum admission.

Winter Speaker Series Program

Ron Lowery- Chasing Lewis and Clark Across America: A 21st Century Aviation Adventure

November 29, 2005

7:00 pm in the Eagle Hangar



Ron Lowery and fellow pilot Mary Walker flew a kit-built plane to retrace the epic journey of Lewis and Clark in commemoration of the 200th anniversary of the Corps of Discovery's odyssey. Using rivers to guide them, these modern-day pioneers crossed the magnificent prairies and western mountains of America along a

historic route that is still endlessly fascinating.

To fly this exceptional route, the two used a plane called Cloud Chaser, which was originally designed for National Geographic magazine for photographic expeditions in Africa. Lowery, with the help of his son, Alan, spent 1,800 hours and three years building Cloud Chaser. The lightweight aircraft is equipped with twin 100-horsepower engines and a large wing, resulting in tremendous power and weight capacity.

Annual Christmas in the Air

December 12, 2005

2:30- 8:00pm



For more than 20 years, EAA AirVenture Museum's annual open house has featured local musical groups, refreshments, and a visit from Santa Claus. This year that tradition continues as EAA celebrates the holidays with fun and festivities. And in the spirit of the holidays, there will be no admission fee to partake in this joyous event. Just bring your family and some Christmas cheer.



Good friend Lloyd Zellmer attended the Cloud Nine party

Wright Brothers Memorial Banquet

Saturday, December 17, 2005
6:30 pm



On Saturday, December 17, EAA will hold its 3rd Annual Wright Brothers Memorial Banquet in the EAA AirVenture Museum's Eagle Hangar. The dinner, which commemorates the anniversary of man's first successful powered flight, will feature as its keynote speaker aviation legend Scott Crossfield.

Crossfield made aeronautical history on November 20, 1953, when he became the first person to reach Mach 2, piloting the Douglas D-558-II Skyrocket research aircraft to more than 1,320 mph. After five years at Edwards Air Force Base, California, as a test pilot for the National Advisory Committee for Aeronautics, Crossfield left to work for North American Aviation, contractor for the X-15 Rocket Plane. As a design consultant and test pilot, he helped guide the development of the X-15 and flew its maiden flights in 1959. He flew the X-15 fourteen times, to a maximum altitude of more than 88,000 feet and a maximum speed of Mach 2.97 (1,960 mph).

Reservations for this special evening event are just \$30 for EAA members and \$35 for nonmembers. Make your reservation by calling 920-426-6880.

Please don't visit our town!

Back in September 2004, two Air Force airplanes travelling with President Bush who was making an official visit to the little New Mexico town, landed at Las Cruces against the advice of local officials. The planes dug a two-inch deep set of ruts down the runway in the blistering desert heat. Las Cruces officials filed a complaint with the Air Force, demanding some \$2 million dollars for repairs. The Air Force offered \$603,754 (?). The Las Cruces city council has finally accepted the offer. The runway in question has been closed since the incident.

Ya never know . . .

More than 100 people died in the Helios (Cypriot) Boeing 737 crash last August. Just after takeoff, the cockpit crew was somehow incapacitated by unconsciousness. The plane flew in a programmed holding pattern for two hours and then crashed. Two cabin attendants, using portable oxygen bottles to stay alive, were not able to get through the terrorist-proof door. By the time the first engine failed from fuel starvation, which unlocked the door, nobody on board was apparently alive.

October Chapter meeting at "Cloud Nine"

The October 8th (Saturday) afternoon Chapter meeting and Chili Fest at the home of Wayne and Kathy Daniels was a great social success. We also saw a good example of a home with a hangar, with the Daniels' Sonex coming along nicely.

The stolen engine

(Rolls-Royce copying Daimler)

Just as there is interest on the part of some people to trace their ancestors, the genealogy of aircraft engines can sometimes be pretty interesting.

On August 4, 1914, England declared war on Germany. That night, an English naval officer in civilian clothing carried a used engine from the scrap yard of the Daimler distributor in England. Because of the impending war, Germany had already recalled the German staff from the Daimler distributor. The purloined engine was taken to the Rolls-Royce Derby factory and promptly disassembled, inspected, and recorded.

A few weeks earlier, at the Lyon racetrack, the French Grand Prix was won by a Daimler Mercedes car. Similar Mercedes-powered cars took second and third. The engines were using the new Daimler overhead cam shaft mechanism, utilizing two exhausts and two intake valves in each of the four cylinders, along with two spark plugs in each cylinder. The engine turned up 115 hp at 2700 rpms.

Rolls-Royce had just obtained a Navy contract to build a new engine in that hp range, and the Rolls people wanted to gain this new OHC and multiple valve know-how. What better way than to simply steal it? Rolls had been toying with an overhead valve idea, but the lengthy pushrods and other paraphernalia were proving to be weighty and troublesome. The overhead cam shaft, powered by a gear-driven shaft driven by the crankshaft was the answer. Making the valves larger to increase the volumetric efficiency had its own problems. At high speed, inertia forces caused the larger, heavier valves to bounce. Daimler,

using two smaller valves to replace one heavy valve, had hit on the answer.

Immediately, Rolls used the stolen technology to build their new Hawk aircraft engine. When the Germans shot down an early British fighter plane with its Rolls Hawk engine, they were amazed to see that it closely resembled their own Daimler engines. The Daimler people were pretty upset, and sent Rolls an invoice for a patent-licensing fee.

Any horse(power) thieves in your family tree?

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Setting the Record straight

We all heard the news stories coming out of the Katrina disaster about shots being fired at rescue helicopters in New Orleans. Knight Ridder investigation has revealed no evidence whatsoever that any helicopter came under fire during the relief effort. In one news conference, a Coast Guard spokeswoman told reporters that the helicopters came under fire every time they landed at a hospital. The Knight Ridder reporters could not find anyone who could confirm these reports, which often led to the grounding of aircraft that were desperately needed for rescue work. The Coast Guard is under the control of our Homeland Security people.

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Chuck Lukas' RAF2000

Ol' Tattered Wingtips

by Doc Mosher

Slick Goodlin goes West



On Thursday, October 20, Chalmers Goodlin died of cancer at his home in West Palm Beach. He was 82.

Only a few months ago I was in touch with Slick Goodlin to exchange information about the 1939 disappearance of a Pan American's *Phillipine Clipper*. Chal (Chalmers) had wondered about the true story on the Clipper, and I was able to steer him onto information from a former manager of PanAm's Atlantic Division who knew the truth (he had actually been aboard the Clipper in Japan years after it had been hijacked by the Japanese long before WWII started).



Chal was a champion for Vincent Burnelli's aircraft designs, and I had told him about the 1956 or so Teterboro expedition to the Arctic using a Burnelli. He was still chairman and CEO of the Burnelli Company at the time of his death.

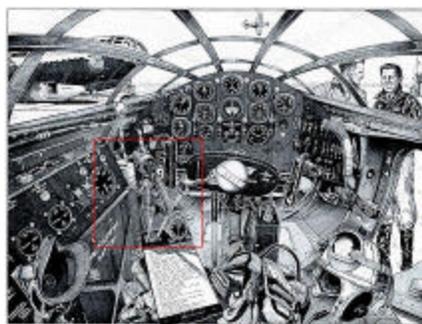
Chal had soloed at 16 back in Pennsylvania and had joined the Royal Canadian Air Force at age 18 in 1941, probably through the Clayton Knight Committee. He was the youngest RCAF fighter pilot flying Spitfires in England. In 1942, with America in the war, he joined the US Navy as a test pilot, flying most of the aircraft in the Navy's inventory.

In the mid 1940s, Chal went to work at Bell Aircraft as a test pilot. and flew the new X-1 rocket plane on 26 of its first flights. Young

Geoffrey DeHaviland had been killed in Britain attempting to break the supersonic barrier, and another Bell pilot had been killed testing a new Bell fighter back in Buffalo. The Bell test pilots, including Bob Stanley, had agreed to a bonus payment for Goodlin if he could achieve the supersonic goal. However, at the time the Air Force wanted to get the publicity for the first supersonic flight and the Air Force took over the testing of the X-1. Goodlin was cut out of the picture. In his place the Air Force placed Chuck Yeager and Bob Hoover.

Tom Wolfe's best seller "The Right Stuff" portrayed Chal as a money grabbing grouch, and the subsequent movie made an even worse portrayal. Chal never could outlive this nasty portrayal. After Bell, he bought and sold airplanes. Not one to stay out of the action, he flew for the Israeli Air Force as a fighter pilot (40 missions, again in Spitfires) and later became chief test pilot for IAF. When hostilities ceased, he flew DC-4s for Near East Transport on humanitarian missions, carrying thousands of Jewish refugees to Israel from Aden, Arabia, and Germany. He also flew humanitarian flights for the Red Cross in Africa.

He joined the Caterpillar Club twice while testing airplanes. Condolences to his wife, Aila Kaarina Vainio, his brother and his sister.



Sketch by Jean-Luc Beghin of X1 cockpit

A visit to West Bend

by Doc Mosher

Dee and I had been invited to visit the regular monthly EAA Chapter meeting (Chapter 1158) at the West Bend Airport on Wednesday, October 19th. We arrived in plenty of time, and met a number of the West Bend people. The West Bend Chapter wanted to have a Chapter House and Hangar a few years ago, and when a used hangar became available on the airport, they bought it. It needed some renovation, and the Chapter raised the money to do this. Work included a new electric hangar door.

The larger (but perhaps more important) task was to build a new Chapter House onto the existing hangar structure. This addition now houses a large assembly hall, a kitchen, a library area, and rest rooms. It is all new (two years old) and is beautiful. Today, the entire structure is paid off.

We were the guests of Chapter 1158 for dinner. The meal was (as EAA dinners are) just great, and we were certainly made to feel at home. Due to illness, the featured speaker was not able to attend at the last hour, so aerobic pilot Bill Bruns and I were pressed into service as speakers.

One of these days, the Oshkosh Chapter may get together enough interest and energy to have a Chapter House.



Sport Pilot Training & Flight Center

Tentatively Organizing - Autumn, 2005

"Sport Pilot Flying Association of Oshkosh"

Contact Jim Kress @ (920)233-5660 or jkress@northnet.net

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\$ 60 = 2 hrs flight time for practical flight test

\$200 = Sport Pilot practical flight test examiner fee

\$2,500 = Prepaid

Contact Jim Kress (920)233-5660 or jkress@northnet.net

EAA Chapter 252 Calendar of Events

Saturday evening, Nov 5 - 5:30 til ? - Holiday Inn, Fond duLac, Midwest Antique Aircraft Club annual banquet
Thursday, Nov 10 - 7:00 pm - Monthly Chapter Meeting - AirVenture Museum - "Autogyros and Gyroplanes"
Saturday,Sunday, Nov 12,13 - All day - AirVenture Museum - Paper Airplane Weekend - Ken Blackburn
Tuesday, Nov 29 - 7:00 pm - EAA Winter Speaker Series - AirVenture Museum - "Chasing Lewis & Clark Across America"
Wednesday, Dec 7 - 7:00 pm - EAA Winter Speaker Series - AirVenture Museum - "Kamikaze - The Final Sacrifice"
Monday, Dec 12 - 2:30-8:00 pm - EAA AirVenture Museum - "Christmas in the Air"
Saturday, Dec 17 - 5:30 til ? - EAA AirVenture Museum - Annual Wright Brothers Memorial Banquet

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