

Concho Valley Aviator

Monthly Newsletter, Chapter 493, Experimental Aircraft Association

REFRESHMENTS

January
February
March
April
May
June
July
August Al & Anne Elliot
September Pat Nuytten
October Bob Reese
November David Weathersbee
December Christmas Party

August 2010 Newsletter, San Angelo, Texas

August Meeting

The August meeting of Chapter 493 will be on August 17th at 7PM in the conference room of the Mathis Terminal. The program will be the Oshkosh attendees relating their experiences and showing their photos. Refreshments will be provided by Al and Anne Elliot.

Bill Yeates, Editor

Minutes

There was no July meeting. The minutes of the June meeting were published in the July newsletter.

Monahans Fly-in Breakfast

Several 493ers flew out to Monahans on Saturday the 7th for a fly-in breakfast. Al, Anne, and Pennie flew the Mooney, Leon and Don took Leon's RV-6, Ted went in the T-18, and Joe, Judy, and Honey flew the Bonanza. Also along was Jimmy Doyle from Eldorado flying Leon's old Cherokee. Joe lost an alternator enroute but had plenty of battery power to lower his gear and flaps. After leaving Monahans, he turned off the master switch and landed at the ranch using the hand crank to lower the gear. Turns out it was a broken wire connector – a cheap fix. Ted had some problems with his throttle control but landed without incident.

Turnout was good but they ran out of eggs. It was a great day for the flight, clear and cool.

see below for more on the Monahans trip:

Showcase

For this month's showcase photo, I chose one that I took at Oshkosh in 1985. This was one of the years that the Concorde visited Oshkosh. Looking at the pictures I took 25 years ago, I was amazed at the changes at Airventure.



Essence of Oshkosh 1985

What Our Members are Building



After completing and flying a CX-4 from plans, Johnny Williams is building, with one of his sons, a Zenith STOL CH750 kit. The aircraft is a metal high wing LSA compliant plane with short takeoff and landing capabilities. It can take off in 100 feet, climb 1000 fpm, and cruise at 100 mph. Its stall speed is 35 mph.

With the STOL capabilities, it is considerably more complicated than the CX-4 and would be very difficult to build straight from plans. An example is the horizontal stabilizer shown in the picture at left. Notice that it is airfoil shaped. Most stabs are symmetrical. Furthermore, this one is mounted with the airfoil upside down. In the picture, Johnny's hand is on the bottom of the stab. Think about it. The function of the horizontal stab is to hold the tail down in flight. So, the CH750's stab has the lift component downward.

photo by Bill Yeates

Featured at Airventure 2010

Airventure 2010 spotlighted the DC-3 series aircraft. While about two dozen DC-3s flew in to Oshkosh, there was a similar aircraft that really stood out. It was a 1935 DC-2 in TWA colors. I didn't know the difference between 2s and 3s; at first glance, they look alike, but the announcer during the show pointed out that the 2 has straight sides, and the 3 has curved sides. Below is a photo that I took of this magnificent old ship.



Douglas DC-2

From the EAA national newsletter:

DC-2: Halfway to immortality

“It’s eight-tenths of a DC-3.” That’s how Museum of Flight docent Eugene Vezzetti describes the very scarce 1935 Douglas DC-2 airliner displayed on AeroShell Square at Airventure 2010. The DC-2 is here from California with a set of freshly installed R-1820 engines; later this year it will migrate to the museum’s home in Washington state. The New engines are a bit sportier than the ones the DC-2 used in 1935; horsepower is up from just over 700 to 1000 in the gleaming radials now installed.

If the slightly beefier DC-3 flew into immortality as the most versatile and long-lived air transport of all time, the DC-2 set the tone.

The 1930’s saw great strides in air transport development. Boeing ushered in the era of all-metal, low-wing cantilever designs with its modern Model 247 of 1933. But the 247’s 10 passenger cabin was soon bested by the one-off Douglas DC-1 capable of taking two more paying passengers aloft. The DC-1 promised to give airlines like TWA a competitive new airplane. The prototype DC-1 was refined to become the DC-2 of 1934, now carrying 14 passengers. Ultimate iteration of these tail-wheeled Douglas twins was the DC-3, whose slightly enlarged fuselage accommodated 28 passengers.

Eclipsed by their own sibling, the production run of only 195 DC-2s largely fell into disuse as was surplus C-47 conversions filled the DC-3 market in the late 1940s.

The Museum of Flight's DC-2 was delivered to Pan American Airways in March 1935, bearing Douglas construction number 1368. Subsequent service with airlines south of the U.S. border culminated in acquisition by Johnson Flying Service in Missoula, Montana.

Johnson pioneered the use of aircraft such as the DC-2 for carrying smokejumpers to forest fire sites in the northwest. Into the early 1960s, Vezzetti recalls Johnson kept this DC-2 on the roster.

That longevity in Missoula probably saved the DC-2 from the scrapper; by the 1980s, appreciation of vintage airliners was growing in breadth and sophistication. The Douglas Historical Foundation, an employee-generated effort, obtained the DC-2 and restored it to airliner configuration, flying it occasionally.

Vezzetti says benefactors bought the DC-2 to donate it to the Museum of Flight where it joins the old Model 247 that it put out of business. The former Pan American airliner now gleams in the silver and red livery of TWA, an airline once associated with Charles Lindbergh; hence the slogan, "The Lindbergh Line" that TWA painted on the fuselage of its fleet in the 1930s. The logical next step came recently when Lindbergh's grandson Erik Lindbergh, who retraced his father's solo flight across the Atlantic, autographed the museum's Lindbergh liner DC-2.

When the DC-2 shares ramp space with its famous DC-3 offspring at AeroShell Square, design differences can be discerned. Look for the unusual placement of a pair of "eyeball" landing lights in the nose of the DC-2 instead of the DC-3's more traditional wing location. The DC-2's slab-sided fuselage gives a clue why it carries fewer passengers than the DC-3. The vertical fins and rudders of both airliners are substantially different, and the DC-2's wingspan of 85 feet grew 10 feet on the DC-3. This feature gave rise to a wartime expedient when one of the Douglas transports was damaged, and the only available wing was from the other type. With identical bolt patterns at the center-section joint, the odd wing was mated, creating a slightly asymmetrical airplane christened the DC-2-and-a-half.

The DC-2 is a famous, and rare, slice of American aviation on display at Airventure 2010, and another American air icon is piloting it here: air racer, motion-picture film pilot, test pilot, and new inductee to the National Aviation Hall of Fame, Clay Lacy.

Classified

FOR SALE: MEYERS 200A Continental IO 470D, King IFR, up-dated panel, 4-place, leather interior, good paint. Jim O'Hara, 325/949-3891.

FOR SALE: 1995 Challenger II Clipped Wing Special, Rotax 503, 300 hrs, Good condition but hasn't flown in a couple of years, so to be sold AS IS. Bill Yeates, 325/223/5072



two more pages below:

Don Treadwell submitted this about the Monahans trip:

The flak was heavy over Monahans as we lost an alternator in the Bonanza and throttle control in the Thorp T-18. Ted landed without incident as did Joe. There was a cherry Model A sedan for sale so the pilots did have a way home. However, repairs were made and off we flew. They had a great turn out and ran out of free eggs. The biscuits, gravy, and sausage were good. I think we all had a lot of fun on a glorious morning to fly in smooth, cool air. Leon handled the RV-6A like an old pro with 6,000 plus hours. We joked all the way to Monahans about our poor memory, but I don't recall any of them now.

Someone in Monahans has been an especially good boy and is flying a new Mooney Acclaim complete with digital panel and air conditioning.

see Don's pictures next page



Don Treadwell's photos from Monahans