

KANSAS WING OX5 NEWS

Harold Walter	President	2014
Sam Snyder	1 st VP	2012
Joe Latas	2 nd VP	2011
Jay McLeod	Secretary	2012
JoAnn Bailey	Treasurer	2011



Duhhaine Waeker	Membership	2014
Bob Conard	Governor	2011
Richard Kirkland	Governor	2012
Doug Moler	Governor	2014

SEPT 2011 – VOL 3

HAROLD AND BOBBIE WALTER, EDITORS

OX5 AVIATION PIONEERS KANSAS WING

LUNCHEON AT

PATTI'S PLACE
DOWN HOME COOKING
403 NORTH WALNUT
(HIGHWAY 77)
AUGUSTA, KANSAS

NOON, SATURDAY, SEPT 17, 2011

Where: 403 N Walnut, Augusta, KS

Food: The menu is extensive. Breakfast is available until 2:00 PM — or order from the menu.

PROGRAM: After the lunch we will go to the Military History Museum located near-by, south of Patti's Place a couple of blocks or so, a very large building. If you pass the railroad tracks, you've gone too far south. The museum will be \$2.00 per person. Both Patti's Place and the museum are on the west side of the street.

President's Message: It has been a long and hot summer. I hope that when you receive this the hot part of summer will be over.



Our Kansas Wing has three persons whose terms are expiring this year. It's time to think about nominations to continue their service and/or to nominate others to be a Kansas Wing Governor. Also, our national organization has requested nominations for National Governor.

Harold Walter, President OX5 KS Wing

From our Secretary: Wing President Harold Walter's opening remarks were that the 56th National Reunion for OX5 would be at Hammondsport, NY. The meeting would be hosted by the Glenn Curtiss Wing. The dates for the reunion are 23-25 September, 2011.

Harold is the Awards Chair this year and mentioned that only two applications had been received to date nationally. He had submitted an application and another application was received.

For the Secretary's report Jay McLeod presented a copy of the reunion book prepared for the 1961 reunion held here in Wichita. The purpose being

to acquaint the board with the unusually high quality of the book printed by McCormick Armstrong, the sophistication of the presentation and the caliber of the leadership for that meeting. Probably none of this board had ever seen the book which had been reprinted by Sharon Brown who also prepared DVD copies of the contents during a recent visit with Mort and Sharon. The book was shown as a possible subject during a meeting since we have a disk which could be projected for a group.

JoAnn Bailey reported that our checking account was low. Postal Service mail has been decreased in favor of email in order to reduce costs. Some money will be taken from our CD when it matures in November, and we will be looking for higher interest rates.

It was agreed that the next membership meeting would be held on 17 September, 2011. The place for the meeting is to be at the Augusta Military Museum just south of downtown. Bobbie Walter reported that there was a place to eat nearby and she was looking into costs for lunch and admission to the museum for our group.

Another topic was the number of meetings we have per year. We presently try to have 4 membership meetings each year and it has been proposed that we have 6. The additional demands of two more meetings were discussed briefly and it was decided to get into this at our next board meeting.

Harold Walter mentioned the need for applications for National Governors. He and Howard Benham are both leaving the National Board this year. Also mentioned was the need to fill positions in our Wing Board, another subject for the next meeting.

Sam Snyder suggested we also think about our next Wing bus trip.

Secretary: Jay McLeod, 683-3949

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TREASURER'S MESSAGE: This is a reminder. In the past we have maintained low dues because of the good interest rate we have received on our CD. Because of the present low rates, and inflation, it is necessary to draw from the CD principle. We need to replace that amount, so must increase our dues. Beginning January 1, 2012 the OX5 Kansas Wing dues will be increased to \$10.

Please mail or see JoAnn Bailey to pay 2011 **OX5 Kansas Wing** dues of \$10.

JoAnn Bailey
1736 S. Emporia
Wichita, KS 67211

You may note that the National rate has increased to \$30. National OX5 Aviation Pioneer dues payment of \$30 is to be sent to:

OX5 Aviation Pioneers
Attn: Member Services
PO Box 18533
Pittsburgh, PA 15236-0566

JoAnn Bailey, 316-258-4956

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Mort Brown had his 103rd birthday in July. Here is a good photo that Sharon Brown took of Mort for his birthday. Sharon says that he has ridden 700 miles this year on his bike, or 2700 miles since he turned 100. He is still doing 20 - 25 push-ups & leg lifts every morning!

Mort and Sharon also said to tell everyone they said Hi! **Good going, Mort!**



Mort Brown

Photo by Sharon Brown

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At the OX5 National Reunion in Dayton, OH one of the side opportunities was a trip to the Campanile, a museum area that included Wright Brothers memorabilia. While there we observed a Wright Flyer flying over, circling overhead. I think it was for our benefit.

In the Wichita Eagle of July 31 there was an article stating that the Wright Flyer had crashed, killing the two pilots, Mitchell Cary and Don Gum. They were volunteers for the organization *Wright "B" Flyer Inc.* The Eagle further stated that they observed the highest standards of safety and made enormous contributions to the organization and the aviation heritage community. This was a statement by Phil Beaudoin, President of the organization.

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Harold and Bobbie Walter have moved. At the suggestion of their kids both families have moved into a larger house. Harold and Bobbie will be reluctantly selling the house they have lived in for 26 years.

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More than 17,000 Bonanzas have been built on the Beech factory square mile in 63 years. The Bonanza is the longest produced general aviation airplane in the world.

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OX5 member, Bob Conard, sends us information that Jim Cookerly, brother of Karyl Conard, passed away June 14 from injuries sustained in the Joplin tornado. He was a patient in St. John's Hospital when it was heavily damaged by the tornado. He was evacuated to a Pittsburg, Kansas hospital and there was hope for recovery, but his frail health was not able to recover. He would have been 50 on July 6.

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Katy Mize, a relative of Bobbie Walter's who lives in Yuma, AZ, sent a calendar of **Yuma's Pioneer Aviation History**. A part of the calendar tells about breaking the time of continuous flight in 1949. The airplane is an Aeronca Sedan called The City of Yuma. The following is quoted from the calendar.

World War II was over and the sleepy little town of Yuma (population 7,000) wanted the military to reopen the airport. To Prove that Yuma had the best flying weather year-round a group of Yuma citizens dreamed up the idea of breaking the world's endurance flight record and putting Yuma on the map. On August 24, 1949, Bob Woodhouse and Woody Jongeward started the epic journey to the "Longest Flight." Their goal was to break the existing record of 1,008 hours. Forty-seven days, almost seven weeks later, with 1,124 continuous hours of staying up in the air, the City of Yuma landed in front of a crowd of over 12,000 admirers on October 10th. Bob and Woody ate, slept, bathed, and took turns flying the plane with the support of a ground crew racing alongside the low flying plane passing food, water, fuel, and letters each day as the plane set a new world endurance flight record. The publicity stunt worked as both the Test Station (now Yuma Proving Ground) and Fly Field (now the Yuma Marine Corp Air Station) were soon reopened.



Aeronca Sedan

Courtesy Wikipedia

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Captain Doug and Sabrina Moler will have had their fifth annual ultralight fly-in by the time you read this. It occurred on Saturday September 3rd at Doug's hangar at High Point Airpark. This is being written before the event. I'm sure that it was a great day — with pilot friends, fun flying, food and drink, a fire pit, cool airplanes and smoke passes.

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Flying Events by Harold Walter: I have found that major flying milestones and events are memorable. As an example, one special occasion is the first solo flight. There's the Private Pilot check ride, BFRs, the first solo cross country, etc. Additional check rides for following ratings are also notable. I'm thinking about the positive aspects of all of these special times.

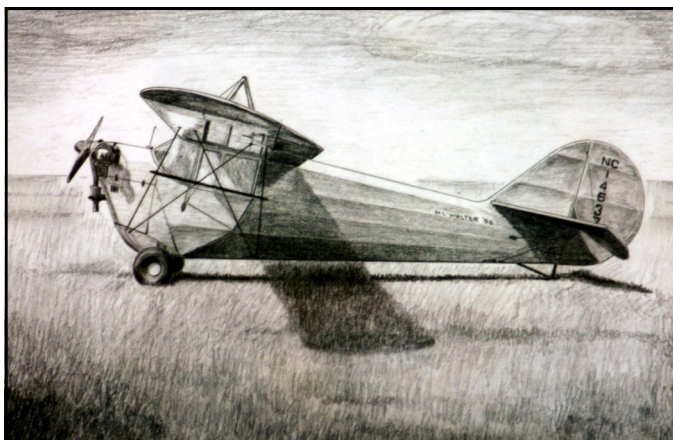
I hadn't taken any flight instruction since solo. My Uncle Dale asked me to go take the Private check ride. He added that I could get an idea of what is expected, and might even pass.

I went to take it and was told that I would have to take it in a Piper J-3 instead of my Aeronca C-3, because parachutes were required, and the C-3 would go over its maximum gross weight of 1006 pounds with the check pilot and parachutes for both of us. A good friend wanted to bet lunch that I wouldn't pass.

The flight became somewhat of a J-3 checkout for me. When we returned the check pilot asked me if he should pass me. He said that he couldn't decide. As I tied down the airplane, he went away, and after several minutes came back. He said that he had decided not to pass me.

I went to my betting friend and asked why he thought that I wouldn't pass. He then told me that the check pilot had never passed anyone. It was a great experience, and I wish that I would have presented my argument for passing, to the check pilot as to why I should have passed the check ride.

Later, I went to my cousin Carl Walter and took dual time in his J-3 and passed the check ride without difficulty.



Aeronca C-3 from picture drawn by Harold Walter



Super King Model 200 Photo courtesy Hawker/Beechcraft

Airplane Handling Qualities Design Philosophy By Harold Walter: An airplane is supposed to be fast. In order to be FAA certified it must meet the FAR certification requirements, including handling characteristics. An airplane with excellent handling qualities can be more useful than a faster airplane with lesser qualities.

Meeting all of the FAR requirements does not assure that the airplane will have good flying characteristics. Several years ago, Harold wrote a report in conjunction with several supporting pilots and Beech management. The report stated the requirements that would assure that the airplane would be pleasant to fly. The report was used at that time as a requirement for Beech airplanes. In later years, I think that the report was used more as a guide for larger and jet powered airplanes.

The first airplane that was specifically tested to meet these specific requirements was the Beech Super King Air Model 200.

During the design phase of the Model 200 the estimated aerodynamic coefficients and derivatives were used on an engineering flight simulator. Items were checked against the handling qualities report.

Jimmie Webber and Bud Francis were the first flight pilots. At the debriefing, the first thing Jimmie did was turned and said, "Well, Harold, the airplane flies just like your simulator. During the detailed following flight tests we found that the airplane did indeed match the simulator characteristics. *Business and Commercial Aviation* had a pilot's report on the Model 200, and stated that it was given the highest stability and control rating that had ever been given by the magazine.

THE 100TH ANNIVERSARY OF U.S. NAVAL AVIATION 2011



The Douglas Dauntless

Courtesy Wikipedia

Ladd Lewis of Eureka, KS rode in the back seat of the Douglas Dauntless in WWII. He emphasized to his superiors that the emergency escape hole was too small for him to get through. On a succeeding flight during the carrier landing, they were aborting the landing when the airplane went over the side of the ship and into the water. Ladd and the pilot were plucked from the water. The first thing that was said to him was, “I thought you said that you couldn’t crawl through that hole.”

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During the development of the Beech Starship lightning considerations were a high priority, causing every one to be sensitive about it. One recently hired draftsman asked Harold about the lightning holes in wing ribs. “How does lightning pass through those holes?” the new engineer asked. He was told that those were lightening holes, not lightning holes.

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Harold Walter: The **phugoid** is an airplane aerodynamic motion with a long dynamic period. It is sinusoidal in nature and is essentially a tradeoff between potential and kinetic energy. It usually has very little or no damping, and is sometimes divergent in motion. The FARs do not require this motion to be damped. The only requirement related to it is a comment that the characteristics of the airplane, even though they may meet the specific

requirements, shall also have overall satisfactory characteristics.

Many low time pilots are not aware of the phugoid, because of its long period — in seconds, approximately 30% of the airspeed in knots.

I have found that an airplane with an undamped to divergent phugoid does not trim as readily as one with a damped motion. When the phugoid is divergent or neutral, and the airplane is below the assigned altitude and fast, the tendency is to trim it nose up a little. Soon after, the airplane is higher and slower, so that we trim a little nose down. This can be a chase to get the airplane trimmed. The pitch attitude should be held fixed in order to stop the phugoid.

I have flown with a well damped phugoid. The effect is that the airplane seems to go where you are thinking, and is more pleasant to fly.

Although the aerodynamic coefficients affect the phugoid. In general practical changes have very little effect on the stick-fixed airplane to damp the phugoid.

A down-spring is often used in order to provide satisfactory static control forces. We then find that the spring has an adverse effect on phugoid damping and shortens the period of oscillation.

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A quote: “The friendliest flight attendants are those on the way home.” Your editor can vouch for that. Several years ago he had travelled around the United States. On Friday evening he and several colleagues arrived at LAX and boarded the same flight on to San Diego. They all sat in the back of the Convair 880. The stewardess joked with all of them, and everyone in general. When she read the required information she included a lot of non-applicable comments. She said, for instance, “We’ll be cruising at 100,000 feet.” That brought a laugh.

When nearing San Diego, she said, “If the pilot makes a good landing, cheer.” The pilot made a good landing, and we all cheered, clapped and whistled. I think that every one of the people who sat forward turned around with a startled look on their faces. They thought something was wrong with the airplane.

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Roger Tener is putting out a short bit of aviation related news a couple of times per week. It is titled such as the following: *The Chronicals Of The Dawn Patrol For Thursday September 1st, 2011*. If you want a copy of one of his Chronicals, please email me your request and I'll forward one to you. I find them to be very interesting.

You may know that Roger Tener and John Myers are announcers at most of our local air shows. They are very professional.

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Canadian Jenny—Canuck
Photos by Harold Walter



Return: Harold Walter, President
14421 Killarney Ct
Wichita, KS 67230