



Harold Walter President 2016  
 Sam Snyder 1st VP 2015  
 Joe Latas 2nd VP 2014  
 Jay McLeod Secretary 2015



JoAnn Bailey Treasurer 2014  
 Bob Conard Governor 2014  
 Bobbie Walter Governor 2015  
 Doug Moler Governor 2016

DECEMBER 2014 – VOL 4

HAROLD AND BOBBIE WALTER, EDITORS

## OX5 AVIATION PIONEERS KANSAS WING

NOON LUNCHEON AT THE WALTER'S HOUSE

919 North Linden Ct Wichita, KS 67206

**Saturday, December 6, 2014 -- 11:30 AM**

**Meeting:** The meeting will be held at the Walter's house, 919 North Linden Ct, in Wichita. The house is near Center for the Arts. From Central, turn north on Gatewood Street, the first street west of Center for the Arts. At the first opportunity, about a distance of a block, turn left onto Linden, and continue for about 3 blocks to the 900 block of Linden Ct.

Lunch will be catered by Jet Bar-B-Q: **Reservations** required. This is the service we've had before, and have been very pleased. The lunch will consist of the following:

- Choice of meats – beef brisket, pulled pork, turkey and hot links
- Potato salad
- Cole slaw
- Baked beans
- Dessert
- Coffee or tea

The cost is \$10. **Please RSVP Bobbie Walter – 316-733-2377**

**Program:** Sam Snyder is very familiar with an interesting venture with which he has first hand experience. He will tell us about it.

The Piper PA-29 "Papoose" was the world's first all-plastic airplane. It incorporated many interesting concepts and developments, some that were made possible by the plastic construction, and others that were independent of the construction method. He will discuss the history of the project and the development program, its successes, and its failures.

This promises to be a very interesting as well as informative program.

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**President's Message:** I hope that you had a great Thanksgiving, and are looking forward to the Christmas season.



Bobbie and I look forward to seeing you at the December 6 meeting. It promises to be a good one.

**Reservations** are necessary by Thursday December 4.

Lunch at NEWELL'S at Newton was a great time for conversation before the trip on over to the airport and the viewing of the Lockheed 10A . Leeb VonFange, Wichita Air Service shop manager, showed us around the airplane. The company is doing a great restoration of the airplane. They have restored several significant airplanes, including a Grumman Duck.

The Lockheed 10A is a model similar to Amelia Earhart's Lockheed 10E. The restoration was nearly complete when we were there. It will be ferried to Prague in the Czech Republic next May, when the weather is better. The Bata Shoe Co. purchased the airplane in 1937 and used it in the business. Shortly after buying the airplane it was flown around the world promoting Bata shoes. It was found in Texas, and the Bata family decided to restore it. With present day technology, materials, etc. the aircraft is better than new. Further information can be obtained on the internet.

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Can you nominate someone for our OX5 Board for the year 2015. Bob Conard is taking care of the ballots this year. He is greatly appreciated for performing this task for the last several years. Obtain agreement with the nominee before submitting their name. Bob's phone number is: 316-776-0248

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The 2014 National Reunion and Awards Banquet was held at Lakeland, Florida November 6,7,8.

Let's have a great year for our organization.  
**Harold Walter, President KS Wing OX5 Aviation Pioneers**

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**Our Secretary Jay McLeod** gave a presentation November 16 to the McConnell Officer's Club. He told about the honor flights, and particularly his flight to Washington DC. He had great video support. A video taken by a fellow veteran, showed him laying the wreath on the Tomb of the Unknown Soldier, and also marching away with the guard. Jay recently presented this to our Kansas Wing of OX5. It was a very good program for us.

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**TREASURER, JoAnn Bailey:** Please mail or see JoAnn Bailey to pay OX5 **Kansas Wing** annual dues of \$10. Please note that the fiscal year begins on January 1.

JoAnn Bailey  
1736 S. Emporia  
Wichita, KS 67211

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**OX5 National** dues are \$30. Make check payable to **OX5 Aviation Pioneers**, and mail to:

OX5 Aviation Pioneers  
% Janet Barnard, OX5 Treasurer  
PO Box 769  
Troy, Ohio 45373

**JoAnn Bailey, 316-258-4956**

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**MORE ABOUT THE LOCKHEED 10A** at Wichita Air Services at Newton. Leeb VonFange, Wichita Air Services Shop Manager, gave us a very good tour of the airplane, and a little about its history.

Wichita Air Services is doing a beautiful restoration of the airplane. They have restored award winning airplanes.

In 1932, Lloyd Stearman and Walter Varney formed a company, Stearman-Varney, Inc., in Alameda, California. They were joined by others to buy Lockheed Aircraft Company. Stearman served as president from 1932 through 1934, and played an important role in the overall design and development of the Lockheed 10 Electra.



Leeb VonFange: Wichita Air Services Shop Manager



Lockheed 10A Vertical tail with the Czechoslovakian flag shown

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**A further comment** related to the last issue about nose wheel lift-off considerations: The takeoff speed for nose wheel lift-off is normally calculated for airplane forward CG loadings. This is the most critical for lifting the nose for takeoff. A maximum speed for this capability is at about 85% of power off stall speed. Improvements in capability include moving the CG aft, increasing the ground incidence of the wing and having spring in the landing gear.

As mentioned previously, a large amount of ground incidence can cause consideration of landing without touching on the nose wheel before touching on the main gear.

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**The flat spin:** Comments made here are based on information and experience of your editor, Harold Walter. The airplane in a flat spin comes down at an angle of attack of approximately  $90^\circ$ , and spins at a relatively high rotation rate. The descent rate is less than when in a nose down spin. Typically, when the airplane hits the ground there is not a lot of serious damage to the airplane, but the pilot dies of a broken neck because of the sudden rotational stoppage in combination with the ground impact g's.

Generally, there is no recovery capability from flat spins. During flight testing for certification, a chute can be mounted on the tail, and deployed to cause the airplane to pitch down and recover. The chute installation is of considerable concern. How big of a chute? Where can it be mounted so as not to damage structure when deployed? How long of a line to the chute should be used? How will it be deployed – pyrotechnics, spring, etc.? How much force does it take to get the chute well away from the airplane?

Does the airplane have enough power to stay in the air with the chute deployed? The chute, for a single engine airplane, will no doubt be in the propeller slipstream negating the propeller thrust.

If the line is too short, the chute can move into the wake of the tail and collapse on top of the horizontal stabilizer. If the line is too long, the chute can move to the airplane wake above the fuselage, and provide little recovery forces.

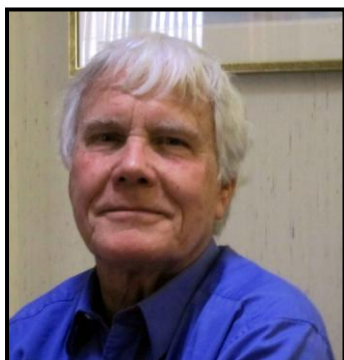
Some of these considerations apply for high angle of attack stall tests, also.

Many safety precautions must be applied in addition to the comments made here. Assurance that the chute will release satisfactorily is a prime consideration. There are cases that the chute did not release.

Note that fixes are not mentioned here. There are many subtle fixes, and chase plane or video characteristics to watch for, that help suggest fixes.

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### THE LAST GREAT FALLING LEAF FLY-IN



of the year was held at Doug and Sabrina's Hangar at High Point on November 1. The fifth annual event began at 10:00 AM and lasted until dark. Included was live music with the band starting at 5:30 with "Caddy & Webb". There were

brats at the firepit as usual, and a lot of good side dishes. It's always a great time at Doug and Sabrina's for aviation and comradery.

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Edward H. Phillips gave a very good talk about early aviation in the Wichita area. His presentation was at the Wichita Historical Museum on Saturday and Sunday afternoons October 25-26. Ed has written at least 10 aviation books about Beech, Cessna, Stearman, etc. He writes about the companies, the airplanes and many specific people who were major factors in the history. Ed has a tremendous background in aviation, including ground and flight instruction, an editor of Aviation Week.

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## AT THE KANSAS AVIATION MUSEUM



Stan Koehn works on the wing tip of the Beech Stagger Wing (Model 17) acquired by the museum.



The Watkins Skylark restoration continues to show progress.

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## HAVE A GREAT HOLIDAY SEASON

