

NEWS LETTER



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SEPTEMBER 1985

EDITOR: MARCIA SULLIVAN

MEETING: SUNDAY SEPTEMBER 8th 2 PM

PLACE: MONTGOMERY FLIGHT SERVICE STATION CONFERENCE ROOM
MONTGOMERY COUNTY AIRPORT

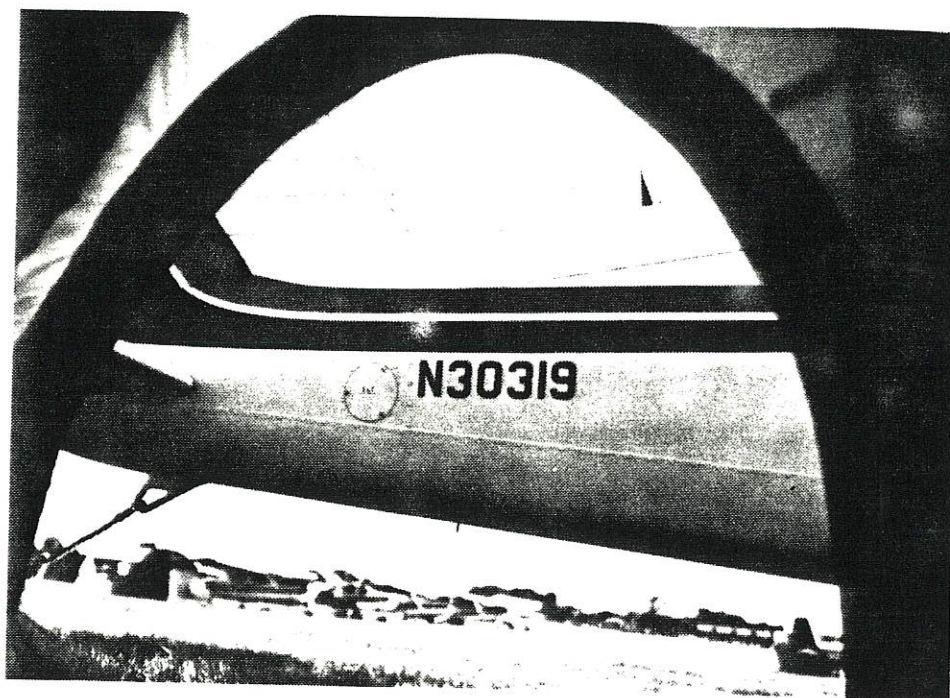
Business meeting followed by cross-country flying with CAP
cadets, ending with refreshments at FFS. All members with
aircraft available, PLEASE show up!

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Is this
the picture for
the
silver dollar?



Robert, Marcia and Wally cavort with the EAA Eaglet

CHAPTER NOTAMS

....Oshkosh '85 is now a memory, trailing behind the afterburners of the Concord, and several members of Chapter 302 have the sunburn, blisters and empty pockets to prove it. We all tried to get together, but were often losing each other, or seen scurrying in opposite directions. Dick Criss and Hank Alrich were spotted, briefly, and Dick Dobarganes was at one of the best eatin' holes in town, Butch's Anchor Inn. Rumor has it that Byrdell and Gloria Mathews were there from Tuesday on, but far as I'm concerned, it was just a rumor. Myself, Wally and Robert Carson (a first-timer) quaffed several brews in various places. Piece of advise: Texans shouldn't eat Mexican food in Wisconsin. Ask Wally and Robert about their new Type Aircraft Classification, formulated one evening at the terminal pub while watching the evening departures.

Your editor was fortunate enough to spend 10 (Yes, ten) whole days there, which didn't make coming back any easier. (80 degrees or less versus 99 plus. Among other things.) A one day drive around the countryside revealed some picturesque sights, including lots of those things that rise from the earth covered in trees, fields and dairy farms. I believe the term is hills. If only they didn't have winter, which fact was emphasized in the last issue of Sport Aviation.

There were many Houston EAA'rs in attendance from Chapters 12, 2, 345, and probably many that I'm not aware of - we ought to have a local area Chapter meeting up there. In a way, we do, since lots of us bunk in one spot at the Gruenhagen dorm. due to the annual efforts of George Ramin - take a bow George. But don't drop your towel!

Since I now consider myself an "old timer" at Oshkosh (though I'll never catch up with the 15 year veterans) I like to take note of my changing interests. I found myself spending less time in the custombuilt section this year and much more in the Antique/Classics. A highlight was the Laurel and Hardy act with Ken Dwight (Chapter 2) as we bounced around in a golf-cart to take pictures and record

OTHER NOTAMS

....The new NPRM regarding recreational and private licenses has been discussed at Oshkosh, EAA meetings and several Aviation magazines. Comments are due by Sept. 22nd. If you don't write in, and you don't like the FAR's, don't complain.

....Texas legislation of note: HB788 makes failure to comply with FAR's a violation of State law. Article 46f-3 amends the Operation of Aircraft While Intoxicated to classify as an offense a person who operates an aircraft in Texas while under the influence of alcohol or drugs, enforced by the Texas Department of Public Safety. So --if ya'll hear a siren on your next X-Country, pull over.

....Spence Campbell's "Hint of the Month." Next time your wood prop needs some serious TLC, speed off to the nearest auto store for some Fiberglass Resin Jelly. His favored brand is "Swiss", and he says to work fast, 'cause it DO get hard. Call him at 558-2681 for details.

....One never knows what hidden talents lurk among EAA Chapter members. Behold, the gem in Chapter 12, Bill Hudson. Hope he doesn't mind a rerun. We're gonna make him famous.

Editor of Chapter 12, Lee Guerra, who claims he is shortly going to be shedding the cast that he's been dragging around the countryside, says he is going to mosey up to San Antonio to see the new, economical trainer going into production there. Boy, it sure must instill confidence in General Aviation to watch Lee haul his cast in and out of his C-150. Shows to go you, how easy it is to fly!

Two-place trainer

SAN ANTONIO, Tex.—Txair Aircraft Development and Manufacturing Co. introduces the TX-1 two-place trainer.

The TX-1 combines low price and high performance for a new kind of light aircraft. The TX-1 costs less than \$20,000 but cruises at more than 150 mph.

The TX-1 is composite construction throughout and has room for a full panel, avionics and a useful load. It was designed with pilots, mechanics and owners in mind.

For more information, write Txair, Stinson Field, 1168 99th St. San Antonio, Tex. 78214.

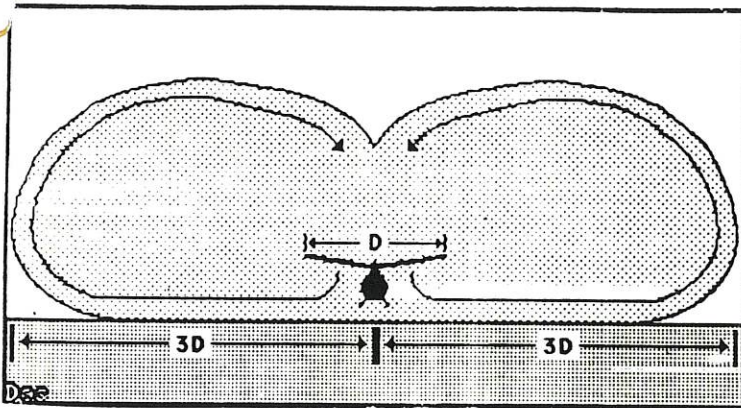
*CAPTAIN E.Z.'S JOURNAL...
*(PILOT-BUILDER-REPORTER AND DRAWER OF CHEAPART)

"LEISURE FLIGHT TO KERRYVILLE"



SUPPORT THE E.A.A. + YOUR LOCAL CHAPTER "GOOD FLYING" Bill Hudson

How to ruin a good day



The "3D rule" states that dangerous gale-force rotorwash can extend outward to three main rotor diameters.



**Collision: Cessna 152,
Sikorsky S-76A
June 11, 1985
Belmar, New Jersey**

The student pilot in the left seat of the airplane was killed and the instructor pilot was seriously injured when the plane struck the helicopter during at takeoff attempt at Monmouth County Airport. The two pilots in the helicopter suffered minor injuries.

The S-76 had returned from a flight to Point Pleasant, New Jersey and made an approach to an area between runway 3

and its parallel taxiway. It was transitioning from the approach into a hover, at a position about 100 feet to the right of the runway centerline. The two corporate pilots intended to land and ground-taxi back to base.

Meanwhile the Cessna had been in the pattern practicing touch-and-goes at the airport, which is an uncontrolled field. Witnesses listening to the radio said both aircraft made appropriate calls, although the helicopter pilots were unaware of the Cessna until the collision impact.

The airplane instructor later told investigators that as the student flew the base leg, he could see the helicopter making its approach. The instructor said he kept the helicopter in sight and he felt that adequate clearance from it was being maintained during the student's landing. According to witnesses, the plane touched down just prior to the runway intersection, or about 1,600 feet along the 3,770-foot runway. Believing separation from the helicopter was adequate, the instructor allowed the takeoff portion of the touch-and-go to proceed. The plane rolled a short distance and lifted off.

The CFI later told investigators he now noticed that the student was having trouble keeping the aircraft from drifting to the right, and a right bank was increasing. The instructor took the controls, but now found full left deflection was ineffective, and the Cessna continued in an uncontrolled bank to the right until contacting the Sikorsky's main rotor blade.

NTSB's investigator noted that the wind was out of 045 degrees at the time of the accident, which would have made the helicopter's wake tend to drift toward the runway.

One ground witness described the accident and said it appeared "as though the aircraft was sucked into the helicopter," the investigator said. In addition, rescue personnel arriving within moments of the collision said the survivor (the instructor) told them, "We got caught in the propwash—help the other guy."

The investigator cited an article on helicopter hover-taxiing procedures in the July-August 1984 issue of the Helicopter Safety Bulletin, published by the Flight Safety Foundation in Arlington, Virginia. The article suggests the "3D rule" for separating fixed-wing aircraft from hovering rotorcraft, showing evidence that gale-force rotorwash extends outward to a distance of about three rotor diameters. The main rotor blade diameter of the S-76 is 44 feet, the investigator noted.

The crash that shocked America

By ROBERT DEWITT

Fifty years ago this summer, America lost its best known folk humorist and the era's greatest aviation hero when Will Rogers and Wiley Post died in a Alaskan plane crash.

"Oh death — how seldom do you get courage and laughter in one net," one commentator wrote of the tragic Aug. 15, 1935 accident. It was a blow that stunned America and robbed the country of two bright lights during an otherwise bleak depression.

The trip was supposed to be a lark for both men, and a source of fresh copy for Rogers' popular newspaper column. Rogers had been restless and felt a trip would cure his yearnings. Wherever he went, Rogers wanted to fly because it "was the only way to go."

"Aviation is not a fad," he would write, "it's a necessity and will be our mode of travel long after all the people who are 'too valuable to fly' have met their death on the roadsides on Sunday afternoons."

Post had a custom-built dream plane built for him by Union Air Terminal in Los Angeles from his own design. The fuselage was a Lockheed Orion with a Sirius wing and a 550 h.p. Pratt and Whitney engine.

Rogers met Post in Seattle where Post was having pontoons added to his plane. With preparations made, they left Seattle for a trouble-free trip to Juneau where Rogers ran into an old motion picture buddy.

"Wiley does the flying and I do the talking; it's a fifty-fifty job," Rogers told the friend.

He wasn't afraid of flying. "not with ol' Wiley. He's the most careful pilot I ever knew. Amelia Earhart told me she con-



Rogers, left, with Post

sidered him the finest flier in the world."

Their plans called for a hop over to Fairbanks, then a 510-mile trip to barren Point Barrow well above the Arctic Circle. Rogers mailed a fox fur to his wife from Juneau and the two departed.

The stopover in Fairbanks was supposed to be short but bad weather intervened. The

army maintained a weather station 10 miles south of the tip of uninhabited Point Barrow and the station reported extremely dense fog.

Predictably, Post became lost in the thick fog and had no idea where he was. He was able to get turned in the correct direction but had burned much fuel circling in the fog.

He spotted a small landlocked lagoon near the coast with an Eskimo seal hunting party camped on its edge. Post put the plane down successfully and both men stepped out on the pontoon to talk with the Eskimos.

Post's plane had two fuel tanks, one under each wing. Switching from tank to tank was done manually with an electric switch. Pilots had to be alert to know when to switch and Post had wanted to get every ounce of fuel out of the first tank before switching.

The two men climbed back into the plane and took off. But when Post banked about 50 feet up, the plane stalled because the tank he was using ran out of gas. Post may have tried to switch, but he was too late and his plane plummeted into the four-foot deep lagoon, slamming into the bottom and driving sand and gravel into the cockpit.

One Eskimo witness made a five-hour run to Barrow to get help. A large party of men returned to retrieve the bodies. The mangled bodies were carried to Barrow where they were prepared for burial and returned home.

The Eskimos did not know who Will Rogers and Wiley Post were. But they apparently sensed a feeling of great loss by the white men in the rescue party. As the Eskimos carried the bodies back to Barrow by boat, they sang dirges otherwise reserved only for their chiefs.

CHAPTER OFFICERS

President.....Coyle Schwab..23326 Canyon Lake Dr. Spring, Tx. 77373.288-8774

Vice-President..Marcia Sullivan..5815 Crooked Post..Spring.....443-0012

Secretary.....Gloria Mathews..26311 Highway 75....Spring.....367-5071

Treasurer....Stella Anthony...2318 Spring Briar Court...Spring.353-2702

Newsletter Editor..Marcia Sullivan

Designee...Byrdell Mathews...26311 Highway 75...Spring.....353-2702