

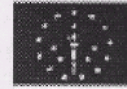
# Experimental Aircraft Association



# Chapter 67



NOBLESVILLE AIRPORT  
14782 PROMISE ROAD  
NOBLESVILLE, INDIANA



Website: <http://www.eaa67.org/>  
Builders' page: <http://www.eaa67.org/memberprojectsFP.htm>  
Newsletters/archives: <http://www.eaa67.org/newsletterpgFP.htm>

## MINUTES OF August 7, 2006 MEETING

Lynn Taylor called the meeting to order at 7:30. The meeting was held outside.

**GUESTS:** Kelly Pond had just moved to the area from California. Years ago he had been a member of an EAA chapter in Lansing, IL.

Brian Crull brought by his 1947 Piper PA-12. This had been his father's plane. A full restoration had been completed in May 2006. The airplane is beautiful.

Jeremy Edwards was also a guest.

**FLY-INS:** Alan Brown reported on the Barnstormer's tour that stopped in Bloomington in July. 15 pre WWII aircraft participated.

The Last Resort, a private grass strip 15 miles south of Muncie, is holding an Ice Cream social on Sunday, August 13.

The Mt. Comfort Air Show will be held Saturday, August 26 and Sunday, August 27. The Blue Angels will be featured. Larry Jacobi has available special Friday Night tickets for a symposium in the West Hangar. Tickets are \$50 each. Proceeds benefit the Riley Hospital for Children.

**FLYING STORIES:** Bill Carr, who has a Sonex project well underway, reported on flying in Jon Ogle's Sonex with Jon. Bill was very impressed with the handling of the little Sonex.

**OSHKOSH 2006:** Dan Daubenspeck reported on his flight into Oshkosh during AirVenture. He reported a one-hour delay prior to landing.

A number of members discussed the taxiway incident at Oshkosh. The pilot of a TBM Avenger apparently didn't see the RV-6 in front of him on the taxiway, until the TBM's propeller cut through the fuselage of the RV-6 killing a passenger. Larry Jacobi knows Paul Radliffe, the pilot of the Avenger and described him as very competent.

Two others died in an apparent stall-spin accident on base to final in a Europa.

There were a number of comments about the spectacular demonstration given by the F-22 Raptor at Oshkosh. The F-22, with thrust vectoring is capable of some incredible maneuvers, including hovering. Dan Hixson reported seeing the F-22 in operation at Tyndall AFB during field training this summer. The F-22 can reportedly climb from ground level to flight level 24 in less than one minute. The aircraft is also capable of

cruising at supersonic speeds without the use of afterburners. Finally , the F-22 is stealthy, with a small radar image.

Dale Gustafson reported that EAA Chapter 13, (Dale is also a member) placed third in the EAA newsletter competition.

**PROJECT REPORTS:** Walt Fritz described his unique method for fitting a canopy to his RV-3.

Phil Brown has hung the engine on his Pober Pixie project.

**YOUNG EAGLES:** Dan Hixson and Rick Hixson discussed the Young Eagles Flight Rally at the Mt. Comfort Airport to be held on August 12. 12 students participated. A separate report on the program will be forward and distributed.

**EAA AIR ACADEMY:** Marc Taylor spoke at length about his experiences at the Air Academy. He met with Julie Clark, Chuck Yeager and Paul Hamm, among other dignitaries. He described flying the RV-6A at 170 knots at 500 feet. Marc practiced woodworking, including wing ribs for an Acro Sport. He made an aluminum plug holder and a fiberglass clipboard. He also practiced welding.

**BUY SELL OR TRADE:** Don Roberts has two vehicles for sale: a Jeep mail vehicle for \$400 and a GMC Jimmy for \$600.

**TRIVIA QUESTION:** Don Roberts provided a list of questions given to grade school students. Students were asked to name the first air traffic controller. Unfortunately this writer cannot find the list of questions.

**GUEST SPEAKER:** Gerhard “Gerry” Nieman (317) 867-2707 was the guest speaker. He spoke of his involvement in the development and testing of the B-29 during WWII and his 30 years with Allison. Gerry was a member of the 58<sup>th</sup> Bomber Wing during WWII. He also described the B-39, a B-29 with Allison V3420 engines (two Allison 1710’s joined). This aircraft put out a total of 2600 hp instead of the B-29’s 2200hp, increasing top speed from 365 mph to 405 mph. Unfortunately the B-39 never went into full scale production.

Although not a regular crew member, Gerry was able to ride along for an incendiary mission across the bay from Tokyo. Gerry also described a number of the more famous jet engines developed by Allison and Rolls Royce over the years.

**NEXT MEETING:** The next meeting is Monday, September 11, 2006 at 7:30pm.

Submitted by Richard Hixson



Brian Crull with Eileen Grosvenor and his PA-12 at Young Eagles



Boeing B-29



F-22 Raptor