

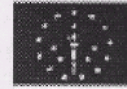
# Experimental Aircraft Association



# Chapter 67



NOBLESVILLE AIRPORT  
14782 PROMISE ROAD  
NOBLESVILLE, INDIANA



Website: [www.eaa67.org](http://www.eaa67.org)  
Builders' page: [www.eaa67.org/memberprojectsFP.htm](http://www.eaa67.org/memberprojectsFP.htm)  
Newsletters/archives: [www.eaa67.org/newsletterpgFP.htm](http://www.eaa67.org/newsletterpgFP.htm)

## MINUTES OF January 8, 2007 MEETING

Lynn Taylor called the meeting to order at 7:42PM.

**GUESTS:** Jeff Hammer attended the meeting. Jeff joined the club. Jeff is a private pilot, and is looking to purchase a two seat aircraft, preferably with tandem seating.

**ELECTION OF OFFICERS AND BOARD MEMBERS:** The following slate of officers were nominated and elected for the 2007 year:

- Jon Ogle- President
- Lynn Taylor- Vice President
- Dan Daubenspeck- Treasurer
- Rick Hixson- Secretary, Newsletter Editor
- Jon Mynderse- Webmaster
- Don Robert- Program Chairman

Ratification of existing board members and appointment of up to two new members to replace retiring members will be addressed at the March meeting.

**2007 CALENDAR:** The following regular meetings and special event schedule was mapped out for 2007:

**Regular meetings, Monday:** February 5, March 5, April 2, May 7, June 4, July 2, August 6, September 10, October 1, November 5, December 3

**Builders Project Tour:** Saturday, February 10

**Wright Patterson Museum Tour:** Saturday, March 10

**Indianapolis Control Tower Tour:** April 2007, exact date TBD

**Pancake Breakfast:** Saturday, June 16

**Young Eagles Event:** Saturday, August 11

**Fall Barbecue:** Sunday, October 7

**Christmas Dinner:** Monday, December 3. Also December meeting.  
Location to be determined.

Dale Gustafson suggested that Chapter 67 consider hosting some of the events such as the Wright Patterson Museum Tour and the Control Tower tour joint with EAA Chapter 1311. Rick Hixson will follow up.

**OTHER:** Larry Jacobi reported that Don Roberts was not in attendance as he again underwent corrective surgery for his eyelids.

**GUEST SPEAKER:** Andy Meudt was the guest speaker. Andy, an engineer by day is a member of the Indiana Air National Guard. Andy flies KC-135 tankers out of Grissom Air Force Base. Andy is usually able to fly once each week, in addition to his one weekend per month obligation.

Prior to flying the KC-135 for the National Guard Andy graduated from the Air Force Academy, and started his career as a flight test engineer. Eventually Andy went to pilot training and flew a number of aircraft for the Air Force. He recalled the incredible operational capabilities of the C-130 and its variants. Andy noted that the single largest bomb dropped from an aircraft was the 10,000 lb daisy cutter dropped from a C-130. Andy was particularly impressed with the mission and capabilities of the MC-130 Talon used by Air Force Special Ops. However, family obligations caused Andy to choose a more conventional mission, piloting a KC-135.

Many KC-135 are nearing 50 years old. The US Air Force has estimated the operational life of the KC-135 airframe at nearly 100 years. Andy pointed out that during the height of the Cold War, and the first 20 plus years of the existence of the KC-135s, these aircraft saw little action. Their primary mission was to refuel B-52s bombers in response to nuclear attack. It is only recently that these aircraft now fly regular sorties.

The KC-135 can off load up to 120,000 pounds of fuel at up to 8,000 pounds per minute. The KC-135 can also access any fuel that it carries for its own flight operations. KC-135 crew now consists of a pilot, co-pilot, and boom operator. A Pacer-Craig, GPS navigational system has replaced the navigator. Andy points out that the navigational system is essentially an off-the-shelf product.

The KC-135 is a Boeing 367-80. It is a predecessor to the Boeing 707, but not a direct cousin. The Boeing 707 was developed after the KC-135 and features a wider fuselage. The KC-135 is the workhorse of the US Air Force refueling fleet. Other refueling aircraft include MC-130s. These aircraft can refuel helicopters. Another member of the fleet is a much larger KC-10, similar to the DC-10. The KC-10 has twice the fuel carrying capacity of the KC-135, and can refuel from both a boom and drogue at the same time.

The KC-135 can refuel virtually any fixed wing aircraft in the US Air Force, Navy, or Marine Corp, as well as most aircraft for any NATO member air force. There is presently no replacement on the drawing boards for this aircraft.

Andy noted that a minimum of 1,000 feet horizontal visibility is required prior to refueling. However, once the aircraft are refueling visibility is not a factor. Refueling can take place at many different altitudes, airspeeds, and attitudes.

**NEXT MEETING:** The next regular meeting is Monday, February 5, 2007 at 7:30pm.

Submitted by Richard Hixson

