

Inside: Rocket Powered Ercoupe

Volume #44 Number 9 September 2004

EAA Chapter 18 – IT ALL STARTED HERE!

THE FLYPAPER

“The Worlds Greatest Newsletter”



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The monthly meeting will be held on, Tuesday September 28th, at 7:30 p.m. the CAP Hanger, Timmerman Field. **Be a Sport...Pilot-Bring your name tag!**

This month's program: Help prevent the number one killer of pilots...continued flight into IMC. We will have on hand the “**Vertigo Chair**”, a simulator that will help demonstrate the aeromedical effects of **vertigo** and **spatial disorientation**. Plus vivid audio from an AFSS exchange with a pilot in trouble. Come take a ride and to eat light!

Chapter 18 Calendar of Events

September 2004

9/28/04 Monthly Membership Meeting
CAP Hangar Timmerman Field, 7:30pm

October 2004

10/12/04 Monthly Board Meeting
Tom Martin's Home, 7:30pm

10/16/04 Young Eagle Rally, Crivitz
Crivitz EAA Chapter needs extra pilots

See Fritz Jorgenson for details and sign-up

10/26/04 Fall Dinner Meeting, Meyer's
Restaurant and Bar 4200 S. 76th St.
Speaker: Jeff Ludwig-General Aviating in
Africa

November 2004

11/02/04 US General Election-Register and
Vote

THIS PRESIDENT ALREADY GOT YOUR VOTE

No empty campaign promises here

Eric Whyte, President

September, for the last couple of years it has been the best month of the year for flying. With unusually clear skies, warm temperatures and relatively calm winds, hopefully you have found the time to take advantage of the conditions this month. I know Ron Scott made a special flight earlier this month when he returned to the skies in Ol' Ironsides as a Light Sport Aircraft. Congratulations to Ron, and any of you other guys that have been able to get back in the air as a result of the new Sport Pilot category.

Elsewhere in this months newsletter you will find an interesting and yes it is true, article about the first flight of a manned rocket powered aircraft. The historic machine was none other than an Ercoupe with JATO bottles mounted to it. I found it interesting that while it was an Army Air Corps project they took the chance at removing the propeller and flying it with rocket power alone just to have the distinction of being the first to fly a rocket powered aircraft. The Ercoupe that was used for the JATO tests in 1944 is still around, it was recently purchased and has become part of the United States Air Force Museum Collection in Dayton. It is being restored and they plan to have it on display in the coming year.

I asked Fareed to include the Ercoupe story since the little Ercoupe 415-C has suddenly become a popular commodity in that it is the only, Certified Tri-gear airplane that qualifies for the Light Sport Aircraft Category. So since it is certified it can be used for commercial operations such as flight training, and since it has a nose wheel the insurance companies will insure the airplane, those of you with eyes on learning to fly as light Sport Pilots will more than likely be looking at an Ercoupe. Rocket motors will be optional!

Also this month, probably as you get this issue, Burt Rutan and his team are planning to make the first of two flights to claim the X-prize. The technology that started with the rocket powered Ercoupe, is getting ready to take civilian passengers into space. I don't know about you guys but I think that's pretty cool!

Another September tradition, the Reno Air Races didn't get the memo about the great September weather, the last day of the races ended with snow flurries! A nasty sign of the unpleasantness to come! For those of you who have been awaiting the Nemesis NXT, it did poorly, having a landing gear failure on landing roll-out causing the gear to collapse and the airplane ended up in the weeds. The damage was minimal and John Sharpe was not injured. Well there is always next year! And for that matter the next chapter meeting, see you Tuesday night! Race Results at www.airrace.org

Eric Whyte

PALMYRA (88C) CLOSED FOR REPAIRS

Airport officials closed Palmyra airport on 9/8/04 to repair the turf runway. This was confirmed by GRB AFSS on 9/22/04. This closure will be in effect until further notice.

E WHYTE-DENZIEN OF AIRCRAFT KNOWLEDGE CHALLENGES YOU TO:



NAME THAT PLANE

(Answer in next month's edition)

FALL DINNER MEETING WILL BE AN "OUT OF AFRICA" AFFAIR

This year's Fall Dinner meeting will be held at Meyer's Restaurant and Bar in the Spring Mall Shopping Center in Greenfield. (4200 S. 76th st). Cash Bar to begin at 6:30pm followed by dinner at 7pm. This year's featured speaker will be **Jeff Ludwig**, a long-time Airventure Cup racer, and recently world aviator. Jeff, his wife and two boys spent several months flying around Africa, renting planes along the way. Jeff will share his thoughts on the differences in General Aviation on a mostly Third World continent.

POSTCARDS FROM THE PANCAKE PATROL

Jerry and Sandy Thorpe discovered this poem while at a fly-in in Tomah.

A Club of Dreams-EAA 636

(Printed in the K'zooderland Flyer, Jan 1991, Kalamazoo, MI)

WE ARE NOT RICH
WE ARE NOT AFFLUENT
WE WERE LITTLE BOYS AND GIRLS WHO LOOKED AT THE HEAVENS
AND WANTED TO FLY.
AS THE YEARS WENT BY,
WE SAVED OUR NICKELS AND DIMES,
AND BUILT THE MACHINES THAT GOT US CLOSER TO THE FACE OF GOD.
WE NOW SOAR THE HEAVENS WHILE HANGING ONTO OUR CHILDHOOD DREAMS.
WE ARE A SPECIAL GROUP BECAUSE WE HAVE A COMMON BOND.
WE FLY LIKE BIRDS AND VIEW THE SPLENDOR OF THIS GREAT EARTH.
WE HAVE LIVED THE ULITMATE DREAM.
WE ARE INDEED LUCKY.
WE SEE THE EARTH AS FEW MEN EVER HAVE, AND
WE ENJOY THE COMPANIONSHIP OF SOME OF THE WORLD'S BEST DREAMERS.
I FEEL FORTUNATE TO STAND AMONG THESE DREAMERS BECAUSE I KNOW
I STAND AMONG THE WORLDS GREATEST.

(Jim Stephenson-K'zooderland flyer editor)

B-47s, C-130s used or use JATO-But a little Ercoupe shall lead them

Research by Eric Whyte

The first successful U.S. rocket-assisted takeoff was accomplished in an Ercoupe at March Field by Captain Homer A. Boushey Jr. AAF (later to become Brigadier General), with pressed-powder propellant JATO rockets developed by Cal Tech. He also made the first American manned flight of an aircraft propelled by rocket thrust alone.

Boushey, a Stanford graduate and former airmail pilot, had been so interested in rocketry that in 1939 he'd written to Robert Goddard at his Roswell, New Mexico testing location and later traveled to the site to visit the pioneering rocket scientist. While he was stationed at Wright Field in Ohio, Boushey was assigned to the aircraft lab to investigate rocket propulsion. Meanwhile, at the California Institute of Technology, Theodor von Karman and his staff had, after several failures, managed to produce small rockets reliable enough to be attached to a light aircraft. Boushey came up with the idea of putting them on the Ercoupe.

"The idea was we wanted to get as light a plane as we could," Boushey remembers. "The Ercoupe belonged to the Army Air Corps. I flew it out from Wright Field to March Field in California, where we made the test."

Eighteen rocket motors were delivered every other day for the first tests at March Field, about an hour's drive from the project. During the first phase of the flight tests one motor failed explosively in a static test and one while the Ercoupe was in level flight. Thereafter, 152 motors were used in succession without explosive failure.

The tests were highly successful: three solid-propellant rockets were strapped under each wing of the airplane, and the Ercoupe took off in about half the length of runway it normally used. On August 16, 1941, Boushey made the first take-off of the Ercoupe with six JATOs firing. Boushey ignited the blend of perchlorate, asphalt, and special oils with an instrument panel switch, and in a blinding flash of light and dense smoke, launched himself in only 300 feet and 7.5 seconds instead of the Ercoupe's usual 581 feet and 13.1 seconds!



At the end of the tests, Boushey recalls, "von Karman said, 'Just for history, let's unscrew the propeller and be the first to fly an airplane with rocket power alone.' "

The first American manned flight of an aircraft propelled by rocket thrust alone was made by Boushey on August 23, 1941. The propeller of the Ercoupe was removed, and to be sure of getting off the ground, they doubled the number of rockets and started the airplane rolling by towing it with a rope attached to a truck. Boushey left the cockpit canopy open and held the end of the rope in one hand. Thus was born the little-known and short-lived concept of Rocket-'n'-Rope-Assist.

"I guess I must have gotten 30 or 40 miles an hour before the tension got too great for me to hold onto," Boushey said. "Then we lit the rockets - we put 12 on instead of six - and it took off in a hurry." The airplane left the ground and reached an altitude of about 20 ft.

The Navy Department regarded the successful Ercoupe tests with much interest from the point of view of application of rockets for assisted take-off of aircraft from aircraft carriers. Upon the urging of Lt. C.F. Fischer of the Bureau of Aeronautics, who had witnessed the tests, a contract was placed by the Navy with the Project in early 1942 for the development of a 200 lb. thrust, 8 second unit. The unit was designated by the acronym JATO for Jet Assisted Take-Off (sometime RATO), and this designation is still used.

In 1943 General Boushey became the Air Corps' first commander of a jet organization when the 412th Fighter Group was organized on a confidential status at Muroc, Calif. In 1947 General Boushey led the first over-water flight of jet fighter aircraft when one squadron of P-80 aircraft was transferred from the Philippines to Okinawa. His decorations included the Legion of Merit with oak leaf cluster, Distinguished Flying Cross, the Air Medal and the Guided Missile Insignia. He retired in 1961, and passed away Dec. 25, 2000 at age 91

Treasurers Report - Fritz Jorgenson

Fritz reports that the chapter is solvent with all transactions taking place above board

August Monthly Board Meeting Minutes

The September meeting was called to order by President Eric Whyte at Ger Van der Sanden's house at 7:30 PM. Fritz Jorgenson, Jim Hatzenbeller, Dean Bourgeois, Todd Wenzel, Fareed Guyot, Tom Martin, Paul Compte and Dave Alberti were present.

The minutes from the August Chapter meeting were read and accepted. The treasurer's report was also accepted. Tentative program for the September meeting will be on Spatial Disorientation and will include rides on a vertigo chair for those interested.

After some discussion, a motion was made that anyone who joins the chapter after AirVenture in Oshkosh will be considered a member for the remainder of the calendar year and paid in full for the next year. This was seconded and passed..

Dean reported that clothing with the chapter logo on them should be available at the Sept. chapter meeting for those who ordered them. Orders are no longer being taken but we may possibly run the program again in the springtime.

The program for the October dinner meeting was discussed. The planned speaker is Jeff Ludwig who will talk about his trip with his family to Africa and flying around the country in General Aviation aircraft that they were able to rent.

Fritz reported that Pete Ogorek with the EAA chapter in Crivitz needs pilots for an Oct. 16 Young Eagles rally. Contact Dean or Fritz to volunteer your services.

Dean and Paul reported that they are still shopping for the best bargain on the video projector.

Eric stated that he would like to have the names of those pilots who have made first flights within the last year. If you made a first flight or know of someone who did, contact Eric or any board member.

Todd is still looking for volunteers to form an air wing to do fly overs at funerals for members who have passed away.

After some discussion, the board decided not to do flowers or plaques when a chapter member passes away. A motion was then made that when a chapter member passes away, a \$25 donation to Young Eagles will be made in that persons name. This was seconded and passed.

The board has decided to institute an Outstanding Service Award. This award will be presented at the boards discretion.

It was suggested that the chapter try to get more members to volunteer to be Tech Counselors.

Gert reported that he has a copy of an NTSB accident investigation which is in the chapter library and available for members to read.

It was reported that Palmyra airport may still be closed. Call ahead or check the NOTAM's.

Meeting adjourned at 8:35 PM to cake and coffee.

Respectfully submitted, Jim Hatzenbeller (Secretary).

August Monthly Membership Meeting Minutes

The Aug. meeting was called to order by President Eric Whyte at 7:35 PM at the CAP Hangar at Timmerman Field. The following announcements were made. The fall chapter picnic will be held on Aug. 28 at East Troy airport and will be hosted by Craig Henry. EAA Headquarters is having a murder/mystery dinner on Sept. 4th. Contact HQ for details. Guests were asked to introduce themselves and 4 people did so.

Building Reports: Marcus Collins displayed the aluminum oil tank that he fabricated for his Cozy.

Flying Reports: Paul McAllister reported on a planned trip to Canada. After checking the weather, he felt it was OK to go. However, near Tomah, he noticed what appeared to be bad weather ahead. He decided to turn away and moments later, his plane was hit by lightening. He lost most of his electrical system and avionics. In hindsight, he felt that he should have turned away sooner even after getting a favorable weather briefing. Eric Whyte reported on spending 2 weeks in Toledo getting another type rating in a Citation III. Several members reported on flying to Oshkosh for AirVenture. Fred Keip reported that self serve av-gas is now available at Burlington airport.

Tech Counselors: Fred Keip reported on looking at an RV7 at Kenosha and the project is looking good.

Flight Advisors: Jerry Thorpe advised everyone to check with flight service for any TFR's before flying. He also reported that the taxi ways at Palmyra will be getting paved and the project could last up to six weeks. Bill Bateman reported on Sport Pilot License, self certification and some of the medical aspects related to this license. He also reported on some of the maintenance questions. Talk to Bill directly if you have any questions. It was reported that 40 ABDAR's have been certified to date. It was also reported that if a Tech Counselor who has done inspections on your project becomes an ABDAR, then he cannot do the Airworthiness inspection on your airplane.

Announcements: Minutes and treasurers report were approved as printed in the newsletter. Dean Bourgeois reported that he is taking final orders today for clothing with the chapter logo on them. Tom Martin is now taking reservations for the October dinner meeting. Cost is \$15 each, payable in advance. Dean also reported on the type of projector that the board recommend the chapter purchase. A motion was made to spend up to \$1000 for the purchase and this was seconded and approved by the membership with no dissenting votes. Doug Landmann also requested that members contact him with photos to update the chapter's website. Marcus Collins also donated a copy of Bob Nuckoll's book on Aero Electric wiring to the chapter library.

Break for coffee and donuts.

Program: Don Gunderson and Lynn McCarthy gave a talk on runway incursions and TFR's.

Meeting adjourned at 9:45 PM.

Respectfully submitted, Jim Hatzenbeller (Secretary)

EAA TINKERS WITH CONVENTION DATES

The world's greatest aviation celebration, EAA AirVenture Oshkosh, will begin one day earlier next year under a schedule shift that takes effect with the 2005 event.

Beginning in 2005, EAA AirVenture will operate on a Monday-through-Sunday format, instead of the Tuesday-through-Monday schedule of the past several years. That means EAA AirVenture 2005 will begin on Monday, July 25 and conclude on Sunday, July 31.

ULTRALIGHT PILOTS NOT WAITING TO TAKE ADVANTAGE OF SPORT PILOT RULE

Prior to the September 1 deadline, EAA's Aviation Services Department vigorously sought to get unregistered ultralight pilots and instructors to register with EAA. By doing so, they could take advantage of FAA's offer for experience credit when transitioning to sport pilot or instructor certificates in the future. The final tally shows that as a result of the registration drive, 460 new ultralight pilots and 150 new ultralight instructors signed up in the two months preceding the FAA deadline. This is a 530 percent increase over normal activity in pilot registrations, 87 percent for instructors.

SPORT PILOTS WILL HAVE ACCESS TO DUATS

FAA's Direct User Access Terminal Service, better known to pilots as DUATS, is available to sport pilots operating under the privileges of the new sport pilot/light-sport rule, according to Martin Weaver, manager of the FAA's Light-Sport Aviation Branch. DUATS is a free, FAA-sponsored weather information and flight-planning service for pilots, dispatchers and others authorized by the FAA. DUATS provides weather and flight planning services for the United States, including Alaska, Hawaii, and Puerto Rico

IT'S OKAY AGAIN TO BE A "GOOD SAMARITAN" WITH YOUR AIRPLANE

The United States House of Representatives has overwhelmingly (385-12) passed HR 1084, a bill backed by EAA that would extend "Good Samaritan" protections to nonprofit volunteer pilot organizations and volunteer pilots. The Volunteer Pilot Organization Protection Act of 2004 ensures that vital services, such as donated medical flights for the needy, flights of compassion, humanitarian, and charitable purposes. Charitable organizations conduct more than 30,000 such flights annually.

"ANTI-GA" BILL WITHDRAWN BY ITS HOUSE SPONSOR

EAA and other aviation organizations saw their Congressional education efforts pay off on September 15th, as Rep. Anthony Weiner (D-N.Y.) said he will not introduce a bill that would have devastated general aviation activities.

In his statement before the subcommittee, Rep. Weiner indicated that "Sometimes you see the tree but not the forest. We still do want general aviation, commerce and business to go on."

The bill, as proposed, would have required the Department of Homeland Security to create a method of screening all passengers and property on each flight of all passenger aircraft in the U.S., including general aviation aircraft of all types. It would also prohibit any non-airline aircraft from flying within 1,500 feet of any structure or building, and prohibit non-airline aircraft from flying over any U.S. city with a population of 1 million or more. It would further require that pilots of all aircraft in U.S. airspace remain in contact with the Federal Aviation Administration, presumably by radio, regardless of altitude or location.

Chapter 18 Fly-Market

RV-8 tail kit: completed (with primer) at Alexander Technical Center Wing kit, prepunched with landing light and A-kit (wing sensing unit) for Proprietary Software Angle of Attack Indicator Preview plans and all documentation for above \$7800. If you or any member of the Chapter is interested, you can contact me here (920.426.4827) or at home: smspangler@charter.net; 920.685.5457.

RV-6/A wooden fuselage jig for sale: \$75 (OBO - just trying to cover the cost of the wood). Available immediately. Jim Schmidt - 262-644-1506

Italian folding bike-complete, needs restoration **Free** to the first person who asks, will gladly bring to next meeting. **Paul Comte** needs a few people to help with finishing of the concrete slab and driveway for his workshop/garage (airplane factory). Specifically, help with bull-floating and a power-trowel operator. Volunteers or referral most welcome. Contact Paul at 414-405-1448



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The deadline for items to be published is Monday before the monthly meeting. All copy and other materials should be mailed to the Newsletter Editor at 5937 N. 64th St., Milwaukee, WI 53218 or emailed to roperworld@sbcglobal.net.

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