



Der Flügtag

EAA Chapter 958 New Braunfels, TX
Where every day is a good flying day!

August 2013 Issue



The Leader In Recreational Aviation

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Next Chapter Meeting

CAF Hanger – San Marcos
Airport
Aug. 17, 2013, 10:00 am

Hanger Space Available

Chuck Woods has hanger space available for rent at Huber Air Park. Contact Chuck at chuckwoods6179@att.net for details.

Chapter 958 Aviation Library

This is a repeat from last month but is important in an effort to provide accessible aviation especially to aviation newcomers joining the chapter.

Philip Steele is currently involved in accumulating books, video's etc for a chapter aviation library that would be available to all members. Currently he has two books and a EAA DVD on sport pilots. The books are Katherine Stins`on the flying schoolgril by D.L. Winegarten, and Fighter Pilot the memoirs of Robin Olds. These Items will be available for any and all chapter members to sign for reading or viewing. Chapter members please donate any aviation related books etc. for the library. Please see Philip to borrow or donate to the cause.

Jack Bally's incredible 1/3 scale B-17 next to a Cessna 140!

Some new pictures surfaced last evening on the Bally Bomber facebook page showing Jack Bally's incredible 1/3 scale B-17 replica fully assembled and sitting next to a Cessna 140. Wow! The mind is really tied up in a knot trying to process what's seen there... it looks like a model but sooo big - but then it looks like a real B-17 but sooo much smaller!

This project, coming to life in Dixon Illinois, has to rank as one of the most fascinating homebuilt aircraft projects of all time. It's the kind of idea that weird people like me dream up but rarely does anyone actually follow through. With an estimated 20,000 hours of labor required to build this cute little beast, it's understandable why. With a 34ft 7in wingspan, estimated 1,800 pound weight and four 60hp engines for a total of 240hp, the Bally Bomber is just pure awesome! Be sure to check out the hundreds of pix from the build process along with additional info at TheBallyBomber.com



The not-so-big cockpit really shows the overall scale! (photo: theballybomber.com)

The project was started back in 1999 and is just now nearing completion. The airframe is all scratch built (of course) and made out of aluminum. The main gear retracts just like the real B-17, and has proven to be the most complicated part of the project. The engines are the Hirth 3002 4-cylinder 2-stroke that usually have a reduction unit and make about 80hp. Jack chose this engine because of its size... it was small enough to fit inside a properly scaled nacelle. However, to make it fit properly, the reduction unit is removed which will bring the power down around 60hp each, with the engines spinning the 46.4" diameter props at about 3,300 rpm.

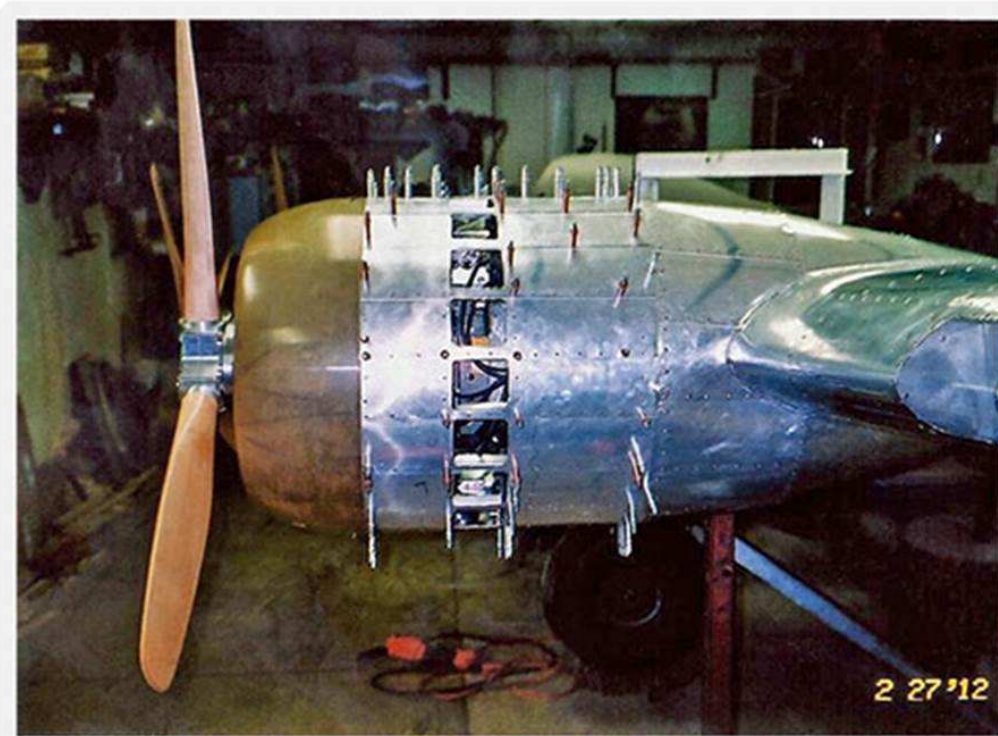


**One of four 2-stroke Hirth 3002 (formerly F-30) engines
(photo: theballybomber.com)**

Even though the airplane looks finished, I noticed in a Facebook comment last night that they say there's still some wiring, plumbing and detail work yet to complete. It would appear that the first flight is still off in the future a bit. Mostly that means that there's little hope of seeing the Bally Bomber at Oshkosh in a few weeks. There's little doubt in my mind that whenever this fabulous piece of work gets to Oshkosh, she'll be the Queen for the entire week!

The accuracy in the scale shaping is simply fantastic! (photo: theballybomber.com)

The accuracy of the shapes and scaling look excellent on this project. I remember back in the 70's there were several scaled-down military one-of-a-kind replicas, but most all failed to get the profiles, proportions, or prop scaling correct... the Bally Bomber appears to be getting it done right. Bravo!



Can you even imagine how cool it would be to see this 1/3 scale B-17 in the air! No doubt the videos Of the first flight will be a huge internet sensation... Stay tuned to the Bally Bomber Facebook page For updates on the first flight... this might be as big a deal as the full scale Mosquito last fall!

The amazing Bally Bomber is almost ready to fly!



Wanted

Photos and text from members experiences at the 2013 Airventure for publishing in the Newsletter. New planes, new products, new techniques & old friends.

Aviation Articles

Articles on various topics in building experimental aircraft are available on the following website - <http://www.exp-aircraft.com/library/library.html>

Experimental aircraft speeds to more than 3,000 mph in test flight

A lightning-quick experimental aircraft made history when it sped more than 3,000 mph above the Pacific Ocean in a test flight, reigniting decades-long efforts to develop a vehicle that could travel faster than a speeding bullet.

The unmanned X-51A WaveRider, which resembles a shark-nosed missile, was launched midair Wednesday off the coast near Point Mugu. It sped westward for 240 seconds, reaching Mach 5.1, or more than five times the speed of sound, before plunging into the ocean as planned.



Museum secures funding for Lockheed Electra

August 10, 2013 by General Aviation News Staff

SEATTLE — A 1935 vintage Lockheed Model 10-E Electra transport aircraft identical to the one used by Amelia Earhart on her ill-fated trip around the world in 1937 will be the centerpiece of a permanent Earhart exhibit opening at the Museum of Flight Oct. 12.

Project Amelia, a fundraising campaign conducted by Museum of Flight staff, and led by trustees Anne Simpson and Nancy Auth and consultant Patti Payne, supported by gifts from Wells Fargo and Alaska Airlines, announced today that it has reached its goal of \$1.2 million to purchase the rare aircraft for the museum. Donations for the project were received from more than 600 individual donors



The plane is scheduled to be flown to the museum on Sept. 21, and installed in the T.A. Wilson Great Gallery on Oct. 12 — the centerpiece of a permanent exhibit that will celebrate the life and accomplishments of the world's most famous aviatrix.

“This rare and remarkable aircraft will be more than an addition to The Museum of Flight’s world class collection,” said Simpson, a Delta Air Lines captain. “The real story here is motivating and inspiring young people, especially girls, to take some risks and become the best they can be. Without a doubt, the way Amelia lived her life has positively influenced women for generations. From pilots, to engineers, to explorers and even fashion designers, Amelia helped pave the way for women to enter those and many other professions.”

This particular aircraft was built for Northwest Airlines and began passenger service in 1935 as a Lockheed Model 10-A Electra. It served in World War II as an Army Air Force transport. After the war the aircraft had a variety of owners, including VARIG airlines in Brazil. Once back in the United States, the aircraft changed hands before it was returned to Lockheed and completely converted to a Model 10-E configuration.

In 1994 Linda Finch restored the aircraft to match the specifications of the Amelia Earhart’s famous Lockheed 10-E. In 1997, the 60th anniversary of Earhart’s fatal, trans-world flight, Finch flew the plane around the globe on a flight path as close as possible to Earhart’s. While flying over Earhart’s last known location, Howland Island in the south Pacific, Finch dropped a wreath in salute of the aviatrix and her navigator Fred Noonan.

There is only one other genuine Lockheed Electra Model 10-E in existence, museum officials noted.