# June 2016

# WAYPOINTS

# PRESIDENT'S REPORT

Hello Everyone.

I hope you have the opportunity to go flying in the last while. I saw the Gypsy Moth of Clark's go flying overhead one day; nice to see it going well.

I checked with Stonehenge Aviation museum and they are able to take us on June 11. They have quite a few tours being run and planned already. Could you please reply to me by the end of this week if you would like to go down on June 11 to Montana for the tour? For myself we have had Big Red in for an annual and will go over one issue brought to our attention regarding the constant speed operation. We will probably fly it down on June 4 – 5 to Burlington for Ross to enjoy for the summer.

Next Meeting Thursday June 2, 2016.

As usual our grub guys will provide us with a delicious dinner starting at 6:30pm.

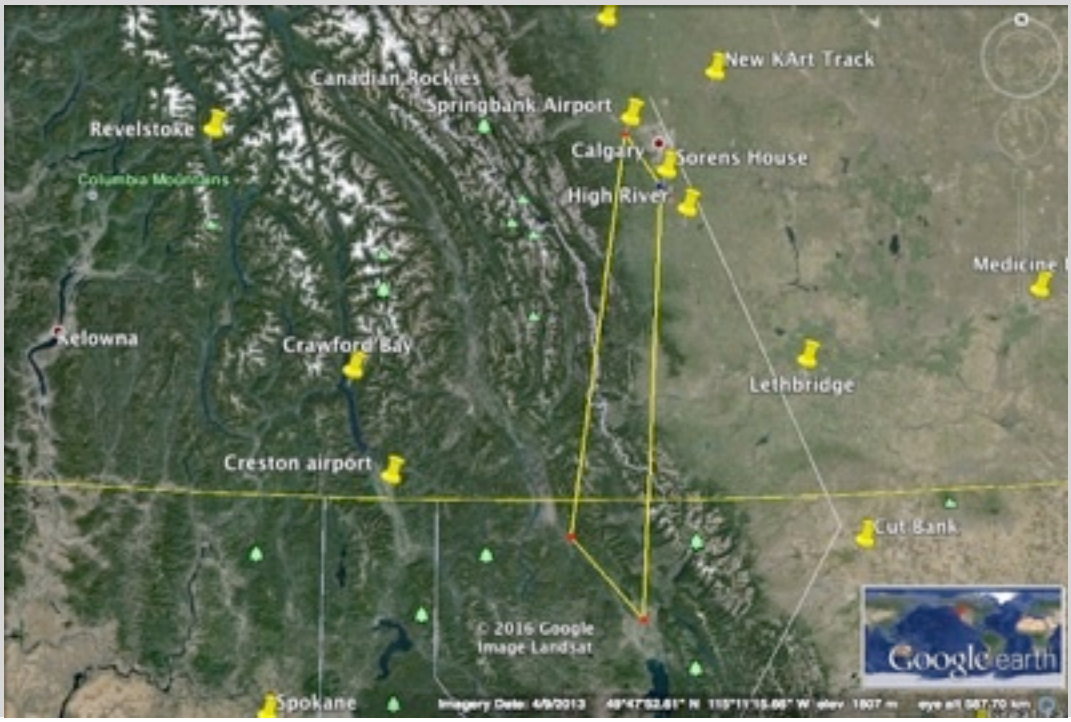
John will update us on the B-17 tour, and what is left to do. We will also be having David Veale give us a presentation of a trip he did in his plane up to the Nahanni area and possibly a few pictures from his trip down east.

Would anyone like to discuss eAPIS for the trip to Montana?

See you Thursday.

*Soren*

http://stonehengeairmuseum.org/
https://www.youtube.com/watch?v=_YioXYhbVPA&feature=youtu.be



# History of the EAA's B-17

Boeing built its first B-17 in 1935 as a speculative venture to try to win an Air Corps competition for a new multi-engine bomber. At that time, multi-engine generally meant two engines. Although four-engine bombers had been built, the extra two engines were usually added because the airplane simply needed them to fly. With the B-17, Boeing changed this philosophy by keeping the aircraft size down and using the extra two engines to increase the performance of the aircraft. This is exemplified by the fact that another Boeing bomber under development at the time, the XB-15, was a much larger and heavier aircraft, but flew with about the same power as the B-17. The prototype B-17 was delivered to the Air Corps' Wright field for evaluation in a 2000 mile non-stop flight averaging 252 mph. Although the aircraft was destroyed not long afterward in a takeoff accident with the controls locked, the Air Corps was sufficiently impressed that it ordered 13 aircraft for service testing.

The B-17 was improved through the late 1930's with the A, B, C and D models, which were built in relatively small numbers. Boeing B-17Cs were provided to England as Fortress Is, but after heavy losses to fighters they were reassigned to coastal patrol. Actual war experience was the cause for the complete re-design of the back end of the aircraft, resulting in the B-17E model. The biggest change was the addition of a tail gunner's position, as well as belly and mid-upper gun turrets. The B-17F had some improvements over the E model, and F-models had two cheek guns added, one each side of the nose. The final model was the B-17G, which added the well-known chin turret under the nose to increase the defensive armament against head-on attacks. Of the approximately 12,700 Flying Fortresses produced, 8670 were B-17Gs, and most of those still in existence are of this model.

The EAA's B-17, Aluminum Overcast, is painted to represent a B-17G of the 398th Bombing Group, which was shot down over France on 13th of August, 1944, while on its 34th combat mission. In reality, the aircraft was built by Lockheed's Vega factory in Burbank, and turned over to the Army Air Force on May 17, 1945. It went to the modification centre in Louisville, Kentucky in order to have equipment installed and to be made ready for service. By then the war was almost over, so the aircraft was put in storage, first in New York, then in Altus, Oklahoma, where it remained for eighteen months. After passing through a couple of other owners, it was sold to a company

in Vero Beach, Florida, who used it for flying meat from Florida to Puerto Rico for two years. In 1949, the aircraft was then sold (for eight times its purchase price) to Aero Service of Philadelphia, who converted it for high altitude mapping. It worked in this role for the next 13 years, first in the Middle East, then Libya, Thailand, Iran, Laos, Vietnam, Cambodia, Egypt and Jordan. In 1962, the aircraft was sold to Chris Stolzfus in Coatsville, Pennsylvania. He intended to convert it to an aerial sprayer, but this did not happen until the aircraft was sold in 1966 to Dothan Aviation in Alabama, which eventually operated four B-17s for the UD Department of Agriculture spraying for fire ants. This spraying program ended in 1976, and the aircraft was parked.

By this time, however, the warbird movement was under way, and the aircraft was sold in 1978 to Dr. William Harrison of Tulsa, Oklahoma, who had plans to fly it around the world on a goodwill mission. He formed a group to do this, and gave the aircraft the name Aluminum Overcast. However, the costs and logistics of this plan prevented its implementation, and the aircraft was donated to the EAA at Oshkosh in July 1980. The EAA maintained the aircraft in an airworthy condition, but without armament, until 1988, when the decision was made to restore and repaint it. During the restoration, the aircraft was painted to represent 42-102516, the aircraft of the 398th Bombing Group, as mentioned above. This aircraft was chosen because it was being flown by one of the EAA's B-17 pilots, Hal Weekly, when it was shot down. Hal flew the aircraft until 2001, retiring as the last of the actual WWII veteran B-17 pilots still flying. Starting in 1994, The EAA started touring with Aluminum Overcast every summer, although it is always back at Oshkosh every year. The only major incident was in 2004, when the landing gear did not fully extend, and collapsed when the aircraft landed. The aircraft was out of action until 2006, after which it resumed its summer touring. This will be the first time that Aluminum Overcast will include Canada in its tour schedule.

References:

Boeing Aircraft Since 1916, Peter M. Bowers, Funk & Wagnall's 1966

Final Cut, Scott A Thompson, Pictorial Histories Publishing Company, 2011.

*--John Mader*

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Newsletter of the EAA Chapter 1410
High River, Alberta, Canada

www.eaahighriver.org

## Who We Are

*We are an enthusiastic group of like-minded individuals from various backgrounds who share a passion for recreational aviation in Southern Alberta and we offer the chance to meet others who combine fun with learning.*

# FOR SALE

Aviation items for sale call Ted Burgoin 403 852-6424 or email <burgted@gmail.com>

Lycoming 0-320 150 hp first time run out removed from C172 in 1995, 1 mag, no starter $2500 obo

Piper Tri Pacer fuselage and tail sections offers?

Pitts S1c 180 hp Lycoming wings removed TTSN 500 hrs, engine TTSN 700 hrs, symmetrical wing kit partially completed nicely built $30,000 obo

Cassutt racer wing structure less ply covering c/w Cassutt plans $300 obo

## How to Join Our Chapter

*Attend our next chapter meeting. Ask for anyone and they will be pleased to help. All the required forms will be made available for you to fill out. You must be a current member of EAA International, so please have your EAA membership number. If you are not a member, you can join EAA at the meeting.*

*Contact us by post at*
***EAA Chapter 1410***
***Box 5280, High River, Alberta T1V 1M4***
*Or by email at*
*president@eaahighriver.org*

*For registration forms contact the treasurer (see the list of the executive below).*

## Please update your web member profiles

On our web site, in the member's section, there are many pictures and profiles that are quite dated ( aluminum parts which are now beautiful flying machines). The updates should be sent to the webmaster (webmaster@eaahighriver.org ) Please supply: Name, project or aircraft, facts about your project and area of aviation interest.

| EAA1410 2013 Executive | | |
|---|---|---|
| President | Soren Christiansen | president@eaahighriver.org |
| Vice President | John Mader | vicepresident@eaahighriver.org |
| Treasurer | Vance Lucas | treasurer@eaahighriver.org |
| Secretary | Doug Robertson | secretary@eaahighriver.org |