

Nov 2019



EAA CHAPTER 145

SINCE 1962



Chapter Meeting: Saturday, Nov 9, 2019 – 10:00am
Riverview Airport (08C) in the big hangar (see map on last page)

CHAPTER MEETING

The EAA Chapter 145 meeting for November will be a presentation by Miller Electric.

They will be showing the group the ins and outs of T.I.G. welding.

Miller Welding has been a leader in the welding industry growing from a one-man operation in 1929, to the world's largest manufacturer of arc welding products.



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PRESIDENT'S CORNER

The October activity for EAA Chapter 145 was the annual cookout and bonfire at Riverview. There was a turnout of about 50 members, friends, and family in the main hangar. Of course, there was a really great selection of food. The evening was cool, but very windy, so the bonfire was canceled. However, the friendly conversations around the tables warmed the heart.

"Have plane...will fly". I think about this phrase as it applies to sport aviation, as it applies to EAA, as it applies to Riverview. Most of the sport aviation activities that I see around West Michigan involve someone just wanting to fly their airplane for the joy of it. EAA has the "Flying Start" program to help get adults into sport aviation. So, next time you want to fly for fun, invite someone to go with you. Share the fun and introduce someone to sport aviation. You both will get a lot of satisfaction out of the flight and EAA will support you with guides and information. Let me know if you have any questions.

Cheers, Dick

PS: Save the date: Riverview Christmas Brunch will be December 14, 2019

EAA145 HANGAR

- There is a tentative schedule for a new project in the EAA hangar.
- Anyone needing room to work on a project, contact Dick Foster for details.

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BOOTCAMP FOR CHAPTER OFFICERS

On October 19, 2019, President Dick Foster, Vice President Bruce Whitman and Secretary Bob Swietek attended the EAA Chapter Leadership Boot Camp in Ray Mi (EAA Chapter13). The all-day sessions about improving your chapter was presented by Charlie Becker and David Leiting from the EAA Chapter office. Useful information was obtained and will be used in the future EAA Chapter 145 activities.

YOUNG EAGLES

The latest Young Eagle event was the BSA Aviation Merit Badge at Sparta (EAA704) on October 26. Forty Young Eagles were flown and qualified for their Aviation Merit Badge.

The fall weather may be cool, but there are still some very nice days left before winter. If you know of any 8 to 17 yrs. old who would like to take a flight, have them contact me. Dick (616) 538-8849



OCTOBER BONFIRE

Thank you to those that helped contribute and set-up the October bonfire event. Bill's restaurant grill is still working and cranked out the heat. Thanks to Bob for getting the hamburgers and polish sausages. They were tasty; there were many compliments. All the side dishes were delicious and quickly disappeared as well. Thanks to all.



PROJECT OF THE MONTH

Pete Steinbacher's Cub is looking ready for flight. With the help of some friends he was able to mount the wings. Just a few more tweaks & adjustments and it will be ready to soar.



WEBSITE OF THE MONTH

==GOOGLE BOOKS – FLYING MAGAZINE ARCHIVES==

https://books.google.com/books/about/Flying_Magazine.html?id=VT7C_Y4Wm54C

A viewable archive of FLYING magazine can be found in Google Books, going way back to the 1920's.

WOULDA COULDA SHOULD A

In the airport lobby I was amazed to come across a FLYING magazine from 1945. The magazine was still in pretty good shape considering that it's over 70 years old.

One could guess that the war was winding down by the flavor of the articles. The articles and advertising all were upbeat about a possible peaceful future. People were beginning to plan out the next few years, instead of just surviving the day.

One article stood out in particular. The government was selling aircraft and engines for unbelievable prices. You could get a Packard Rolls-Royce Merlin for \$10, or an Allison for \$10. A Lockheed P-38 goes for \$150; a Mustang P-51 or Thunderbolt P-47 for \$100. You could step up and get a B-24 Liberator or a B-17 for \$350.

I wish I had a time machine so I could go back and take advantage of this situation.



AIR FORCE FOR SALE

By JOAN DAVID

RFC will sell billions of dollars of surplus flying materiel to qualified schools at fantastically low prices.

YOU can buy a Link Trainer or a *Flying Fortress* for \$350, a Douglas *Skytrain* or a Lockheed *Hudson* for \$150, a glider for \$50, a 1,600-h.p. Pratt and Whitney radial engine for \$10, an altimeter for \$1. That means that a *Lightning* at \$150, or a *Mitchell* at \$200, costs you less than one-twentieth of what crating and shipping charges on those planes would be from Los Angeles to Chicago—\$3,200 and \$4,500 respectively.

Yes, it's true—but there are strings attached. These are the prices at which the Reconstruction Finance Corporation has been authorized by the Surplus Property Board to dispose of a major part of our enormous aviation surplus. Beneficiaries under the plan, which took effect

May 10, 1945, are some 30,000 U.S. schools and colleges which can meet the terms imposed by the regulation.

Justification for this dramatic action is contained in Section 13 of the Surplus Property Act of 1944. In permitting the sale or lease of "surplus property that is appropriate for school, classroom, or other educational use . . . to tax-supported educational institutions and to other non-profit educational institutions . . . exempt from taxation . . . under the Internal Revenue Code," the Act requires that in fixing prices the Board "shall take into consideration any benefit which has accrued or may accrue to the U.S. from the use of such property by any such . . . institution."

Eligible under the rules, therefore, are every secondary school, every tax-free college or university, the Boy Scouts, YMCA's, state-sponsored rehabilitation or vocational schools—even prison schools.

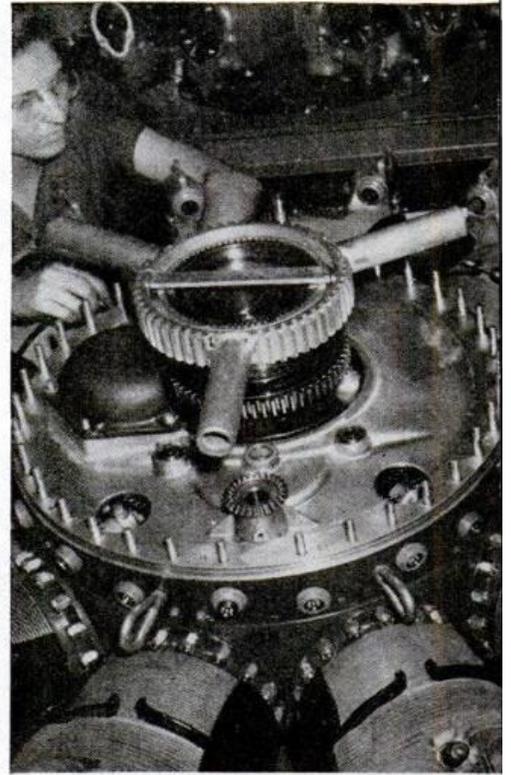
The Surplus Property Board's Regulation No. 4 on "Disposal of Surplus Aeronautical Property to Educational Institutions for Non-Flight Use," requires that the educational institution acquiring the property shall certify in a notarized certificate that the property is to be used only for non-flight instructional, research, or experimental purposes; that it will not be used for flight purposes, and that it will be sold only as scrap and then only after it has been made completely unfit and useless for its original purposes.

SPB's chairman, ex-Sen. Guy M. Gillette of Iowa, explains: "We are fully aware that air power is founded on technical knowledge. . . . We plan to distribute aircraft and parts to schools and colleges throughout the nation for classroom

and laboratory use. It is the Board's desire to make surplus disposal a positive instrument for advancing the excellence of American aviation."

The Board's action was not entirely unprecedented. The Army and Navy, by virtue of Acts of Congress passed in the '20's, had channeled a moderate amount of obsolete and non-reparable equipment to approximately 7,000 schools. Some got just a single item, such as an engine. A few were fairly well equipped. The program gained momentum with World War II and, during this past March alone, \$9,000,000 worth of aeronautical equipment was given away by the Army, most of it to schools providing Government-sponsored war training. By that time, however, the value of surplus aeronautical property was well over a billion dollars and promises to be several times that before the final tally is in.

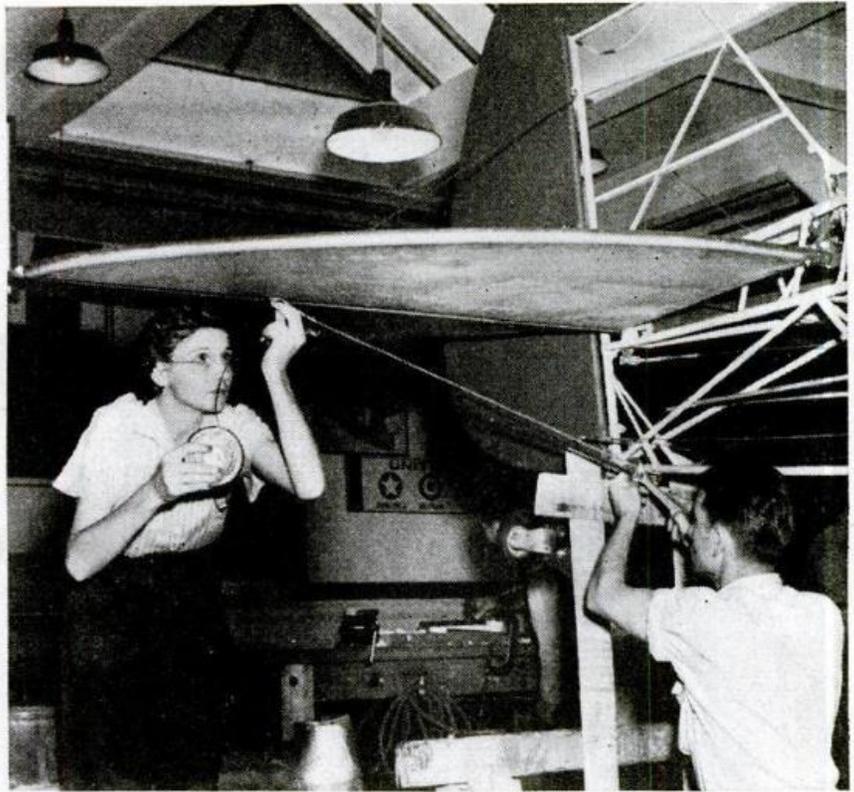
The largest amount of aeronautical surplus is by far the least marketable. Com-



An engine like this single-row radial having a cylinder installed at the Shelby County



Old bombers, like these Lockheed Hudsons at the Shelby County school, now can be bought by similarly qualified schools for a nominal price.



School of Aeronautics, originally cost thousands of dollars. The SPB price to the school is only \$10.

Proper tail section rigging, an important phase of airplane structure, can now be taught classes similar to those at the Shelby school, illustrated above.

TYPICAL SURPLUS PRICES

AIRCRAFT		ENGINES	
Name	Price	Name	Price
Douglas Havoc	\$150	Warner R-500 (165 h.p.)	\$ 10
Douglas Dauntless	100	Wright R-1820 (600-1,000 h.p.)	10
Curtiss Helldiver	100	Praet & Whitney R-2800 (1,550-1,675 h.p.)	10
Lockheed Hudson	150	Lycoming O-145 (65 h.p.)	10
Grumman Avenger	100	Packard V-1650 (2435 h.p.)	10
Martin Mariner	200	Allison V-1710 (2150 h.p.)	10
Boeing Fortress	350		
North American Mitchell	200		
Consolidated Coronado	350		
Beechcraft Traveller	100		
Curtiss-Wright Commando	200		
Douglas Skytrain	150		
Sikorsky Excalibur	350		
Chance Vought Kingfisher	50		
Curtiss Seahawk	50		
Grumman Goose	150		
Grumman Lightwing	150		
Lockheed Lightning	150		
Republic Thunderbolt	100		
North American Mustang	100		
Northrop Black Widow	150		
Grumman Hellcat	100		
North American Texan	160		

ACCESSORIES, ETC.

Altimeter	\$ 1
Carburetor	3
Gyro Flux Gate and Compass	1
Remote Indicating Compass	1
Magnetos	3
Propeller (four-blade, except counter-rotating, hydraulic control, electric control)	15
Propeller (counterrotating, hydraulic control, electric control)	15
Link Trainer (18"x22"x10')	350

bat planes (war-weary or obsolete), plus the spares which were made for them, form a large part of it. In addition, there are so many marketable items that all cannot be sold. The so-called "Pogue Report" on Surplus Aircraft Disposal (submitted to ex-surplus Property Administrator Will Clayton by a committee headed by Civil Aeronautic Board's Chairman L. Welch Pogue) pointed out the vastness of the supply:

"After all the aviation needs for surplus aircraft have been met, we believe it probable that large surpluses will remain. Markets and uses for these remaining surpluses will exist in educational, experimental, memorial, and miscellaneous non-aviation uses. We urge every possible meritorious utilization. But even

after all conceivable needs and uses have been met, surpluses will remain."

Since adapting the aviation industry to a lot of outmoded planes-on-hand would practically stifle its development, non-aviation uses were sought. A number of planes were dismantled to determine what use might be made of the components, and to find out whether such salvage work would be economically worthwhile.

One of the guinea pigs was a war-weary *Liberator*. After 783 man-hours (at a conservative \$1-an-hour) the 32,759 pounds of engines, airframe, armament, rubber, propellers, landing gear, hydraulic mechanisms, radio and electrical equipment was spread out for the salvage experts to judge. Only one part proved

saleable—as souvenir ashtrays! The rest was classed as scrap, useful only after it had been melted down.

The main danger was that much of this surplus would be retained for years in Government warehouses in the hope of finding a market for it—and then be sold as scrap. Not only does equipment deteriorate rapidly in storage, but maintenance charges soar. Engines must be turned over from time to time; they must be kept "pickled." Planes must be tied down on airfields and must be checked periodically.

There has been almost-universal approval of SPB's regulation. Military strategists heaved a sigh of relief. "You can't stockpile an airforce," they declare, pointing out a wartime eight-month obsolescence rate for combat planes. The fewer surplus planes we have on hand at the war's end, the more modern our air forces will be.

Aircraft manufacturers, whose jitters at the prospect of a glutted aviation market have cropped out lately into quarter-page newspaper ads, swallowed it like a sedative. The more air-educated young America is, the bigger its potential peacetime demand for planes.

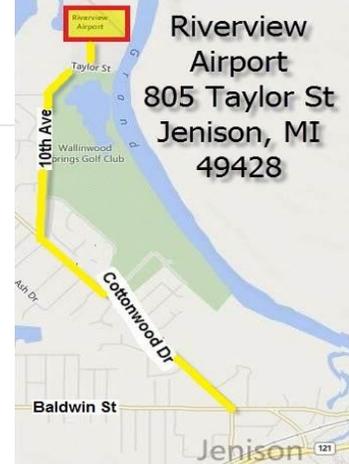
For teachers and students alike, it comes as a windfall. Aeronautical training, on a scale inconceivable a few years ago, now can become a practical reality. For the taxpayer, there is the consoling thought that, despite the 95 per cent or more price reduction, the public is getting a very real return from equipment that would otherwise have been scrapped and written off as part of the cost of war.

The mechanics of distributing this surplus aeronautical equipment to a possible
(Continued on page 142)

EAA Chapter 145 website: www.145.eaachapter.org

EAA National website: www.eaa.org

Riverview Facebook: www.facebook.com/pages/Riverview-Airport/115468211816419



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UPCOMING EVENTS

- | | | |
|-------------------|--------------------------------|---|
| Nov 9 | Riverview Airport (08C) | Meeting – Miller Electric – TIG Welding |
| Dec 14 | Riverview Airport (08C) | Meeting – Christmas Brunch |
| Jan 18 | Riverview Airport (08C) | Meeting – EAA VFR Club – Radek Vishkoski |
| Feb 8 | Riverview Airport (08C) | Meeting – RV-14A Project – Bob Swietek |
| Spring '20 | Bahamas Trip | West Mich Pilots Group – Bahamas Trip |

If you know of events that should be on the event calendar, please e-mail them to me

If you would like to be on the e-mail list for meeting and event reminders, or if you would like to receive the newsletter electronically, which is full color and delivered days before the print version... please send your e-mail address to: randall.houtman@dematic.com

The 2019 Officers for EAA145:

President, Dick Foster
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Vice President, Bruce Whitman
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6962 Bridgewater Dr. SE
Grand Rapids, MI 49546
(676-2951 airdale69@aol.com)

Newsletter Editor, Randy Houtman
(randall.houtman@dematic.com)

Treasurer's Report: (as of Nov 4th)

Liabilities: \$4055.00
Cash: \$165.85 Checking: \$42.11
Savings: \$5867.29 Total: \$6075.25

Website Editor, Bill Willyard
(wgwillyard@att.net)

EAA CHAPTER 145 MEMBERSHIP APPLICATION / RENEWAL FORM

DUES ARE \$35.00 PER YEAR – JANUARY 1st to DECEMBER 31st

Name _____	Aircraft Owned _____
Co-Pilot / Spouse _____	_____
Address _____	Projects / % Complete _____
City _____	_____
State / Zip _____	Bring this form to the next meeting or mail to:
e-mail address _____	EAA Chapter 145 Treasurer
Home Phone _____	6962 Bridgewater Dr. SE
Work Phone _____	Grand Rapids, MI, 49546
National Membership # _____	

