



B-17 VETS WILLIAM NORVELLE AND JEP WILLIAMSON



CDR. BOWERS AND SON TJ EXPERIENCE A B-17 FLIGHT



UNEXPECTED BIG WIND SHOWED UP AS BIG FANS

182 FLYER



President's Column

Since the last edition of the newsletter a lot of great events have happened.

Our B-17 event with “Aluminum Overcast”, a sister plane to the Memphis Belle, which was held at Memphis Millington Airport from May 31 to June 2nd was a great success and went flawlessly thanks to all our volunteers. Special thanks goes to Roy Remington, Executive Director at Millington Memphis, Alicia McCraw, Fire Chief Mike Gill and his crew, the crew of CTI,

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David Wilkerson and Kyle Mullen.

But our most special thanks go to the crew members of the B-17, pilots Rex Gray and Tom Ewing (who spent his birthday with us), TCs Steve Silva and John Howard, and TAMOS Craig Bartsch. Rex Gray, B-17 pilot, surprised us with a special presentation about the B-17 which was very well received by all.

We also had a B-17 veteran, Jep Williamson, who drew a lot of attention providing real insider stories about flying 29 missions over Europe as a flight engineer. At the young age of 99, he still walks the plane as if it was his home. We all were just stunned how fit he is and he came everyday to help. Another veteran, William Norvelle, showed an original poster signed by the real “Memphis Belle”, Margaret Polk. He was a member of the team that restored the Memphis Belle at a hangar in Millington. Thanks for sharing these historic memories.

Finally, a shout out to the team of Kristy Busse, Air Tour Manager and Olivia Rasmus, Air Tours Program Coordinator for their outstanding support. Again, thanks to everyone who made the visit at Millington Memphis Airport and every flight a great memory for the passengers and visitors. More than 100 people got the experience to fly on “Aluminum Overcast” and have a bird’s eye view of downtown Memphis.

Some of our members had the opportunity to be on the relocation flight to Marion, Illinois. This was a very impressive flight where we got the opportunity to sit in the pilot’s seat while flying along the flooded Mississippi River Valley. Thanks to Alan Howell who rented a bus and drove it up to Marion, Illinois and picked us up after the “exhausting mission” we flew.

I am also pleased to note that we reached another big goal of reaching 50 members in our chapter. Keep the momentum going!

Our last event was our fly-in to McNabb field that drew a lot of people with plenty of food and lots of hangar talk. Not many planes came in due to gusty winds. Thanks to the Mark McNabb family for hosting this.

See you at the next meeting and/or Oshkosh!

Blue Skies

Gerhard Schubert, President, EAA Chapter 182 Memphis

VP Ramblings

Rules. Wonderful things, rules. They keep us from hurting ourselves and/or others - or do they? “Rules are for the guidance of wise men and the obedience of fools” - a lovely quote and one we should all think about. I learned at a pretty young age that just

B-17 Event and McNabb Fly-In



(Top): Terry Peters brought his RV 10 to McNabb fly-in
 (Center): Cdr. Bowers and Son TJ with Gerhard & B-17
 (Bottom): President Gerhard Schubert discusses Oshkosh @ Mark McNabb's gathering

knowing the rules wasn't enough, I needed to know why the rule existed and from that knowledge how far they could be stretched before they were considered 'broken'. As an example, take the 'rule' that for engine failure after takeoff you MUST ALWAYS land straight ahead. Not what I was taught at all. If there's a lake straight ahead and a golf fairway to one side, I know my best option! Another EF on TO rule - never turn back. Have you tried (at height) a glide at best glide speed with a 270 degree with a reversal 90 to get you back to the runway? Check how long it took, how much height you lost and how much it took you back towards the runway. Add maybe 5 seconds for reaction time to the time and height lost. Now you can make an informed decision. At 500 feet it won't work, but at 800 feet it might - it depends on you and your airplane at the time of flight, but if the alternative is that lake again you might calculate (not guess!) that you could turn back. And how about if there is a nice flat field alongside the runway? Now it's just a 180 degree turn and a downwind landing which might save you getting wet...

So why this subject this month? Well, I have seen recently on various Facebook pages (not ours I hasten to add) quite a lot of 'always' and 'never' appearing and sadly a lot of these are coming from people who say they are high time instructors. That worries me. I can agree with 'most of the time' either do or do not, depending on the 'rule', but 'always' and 'never'? No - every situation is different and any decision s should be based on the particular circumstances at the time.

The moral here? Know hwy the rule exists, what it is trying to prevent or make happen, and the impact of breaking the rule. And NEVER use NEVER or ALWAYS!

And that rule is one you are not allowed to break!

CAVOK and tailwinds to all...

Gary

June Meeting Minutes

A brief chapter meeting was held at the McNabb fly-in on June 15th where Gerhard updated us with news of the B-17 weekend. 110 people flew in the B-17 over the weekend including press day of which 80 were paid. In addition, over 100 people walked through the aircraft on the tour program. Gerhard expressed his thanks to all chapter members who volunteered over the 4 days of flights for a job very well done. The group then discussed Oshkosh with VP Gary Maidment proposing to send an email asking who was planning to go and when, so those camping can try to camp together. Gary also mentioned the fly-in and airshow at Arkansas International, AKA, Blytheville (KBYH) on June 29th. Gerhard thanked Mark McNabb for organizing the day's fly-in and the meeting then closed. Afterwards, a great lunch was enjoyed by all.

CAVOK and Tailwinds

Gary, Chapter 182 Vice President

Editors Note: In our last issue of the 182 Flyer, I ran a special announcement for our new chapter member, Bernard Green, announcing his company, Adorn Before Flight, Inc., and the flight gear he is, and will be manufacturing (refer to the June issue of the 182 Flyer). Regrettably, I failed to finish the announcement with his contact information. I now correct my negligence by stating that his website is www.adornbeforeflight.com. Bernard's emails are: bravogolfgear@gmail.com and greenbernard@gmail.com and his phone number is: 630-770-5730. Bernard's website will provide you with more information on his Adorn Before Flight business - **A.H.**

182 Flyer Marketplace

July

2019

June							August							
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30														

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
30	1	2	3	4	5	6
7	8	9	10	11	12	13 Chapter 182 Meeting Charles Baker (2M8)
14	15	16	17	18	19	20
21	22 Airventure, Oshkosh	23 Airventure, Oshkosh	24 Airventure, Oshkosh	25 Airventure, Oshkosh	26 Airventure, Oshkosh	27 Airventure, Oshkosh Chapter fly-out, Destination TBD
28	29	30	31	1	2	3
4	5	6	7	8	9	10

CELEBRATING

50 YEARS IN OSHKOSH

EAA AIRVENTURE
OSHKOSH
2019

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JULY
22-28
EAA.ORG/AIRVENTURE

INTERNATIONAL AIRCRAFT ASSOC.
ALPHIN CONVENTION

Editors Note: I wanted to run this obituary for an accomplished and historic aviator, Bob Gilliland, that was published in the Tuesday, July 9, 2019 issue of the Commercial Appeal, Memphis. Many of you may remember Bob being brought in by chapter member and friend of Bob's, Marvin "Shack" Shackelford, to speak to our chapter for a monthly meeting several years ago during Dwight Smith's tenure as Chapter President. It was a real treat and honor to listen to stories told by the first man to fly the cosmic, high altitude, untouchable, conceived and built by Americans, projectile known as the SR-71 Blackbird. Another good man gone...

A.H.

Robert J. Gilliland

RANCHO MIRAGE - Robert Jordan Gilliland, the first man to fly the world's fastest manned aircraft ever built, the SR-71 Blackbird, died on July 4, 2019 in Rancho Mirage, California at 93 years of age.

Born in Memphis, Tennessee on May 1, 1926, he made aviation his life, culminating during the Cold War as the Chief Test Pilot for the SR-71 Blackbird at Lockheed's "SkunkWorks," the ultra-secret aviation inter-sanctum in Burbank, California. The government, conscious that the U-2 was vulnerable to being shot down, charged Lockheed with the development—on an urgent, 24/7 basis—of a manned aircraft that could fly faster and higher than anything ever created. The SR-71 was America's answer. Its performance, even now, over 50 years later, has never been equaled. Bob led its test program and flew it on its maiden flight on December 22, 1964.

Beginning his schooling in Memphis and graduating from Webb School at Bell Buckle, Tennessee the same week in 1944 as the D-Day Landing in Normandy, he enlisted for the Navy but was soon appointed to the Naval Academy at Annapolis. Upon graduation in 1949, he opted to take his commission in the newly separate United States Air Force, where he trained in America's early jets before being assigned to a veteran front line fighter squadron in a then very tense Germany.

While stationed there as only a Second Lieutenant, he won his Air Wing's Aerial Gunnery, or "Top Gun," competition, in Tripoli, which Second Lieutenants were not supposed to win. Then during the Korean War, he was reassigned to Taegu Air Base where he flew F-84's in nearly daily combat in the air war over North Korea.

After returning to America, he received a "plum assignment" to the USAF Research and Development group at Eglin Air Force base in Florida. Finding little excitement in the peacetime Air Force, he left the service to assist in his father's business. Upon his dad's death, he returned to his first love, aviation, as a part of Lockheed's F-104 Starfighter test flight group in Palmdale, California. In early 1962, while working as Lockheed's chief pilot for European production of the F-104 in Turin, Italy, he was recalled to Burbank by the chief of the Skunk Works, the legendary Kelly Johnson. Johnson asked him to lead the test flight program for the highly secret "article"—the future Blackbird.



Bob flight tested the "article" known as the A-12 Blackbird at Area 51, a secret facility in the Nevada desert, for later delivery and use by the CIA. Bob later flight tested the interceptor version of the Blackbird, the YF-12A. Subsequently, he was hand-picked by Kelly Johnson to fly the final and newest version of the Blackbird—the SR-71. Under the call sign "Dutch 51," Bob successfully piloted the SR-71 Blackbird on its maiden flight on December 22, 1962. His work there continued intensively through multiple modifications until the envelope of the plane was fully developed and a critical supply could be delivered to the USAF. During these development years, he accumulated more Mach 3 plus experimental flight test time than any other pilot in the world.

Even after President Johnson acknowledged that the Blackbird existed, little was released beyond what air controllers could see on their radar screens: that it was the fastest and highest flying aircraft ever created, rocketing at over three times the speed of sound on the edge of space at 80,000 feet. Long before Bob was allowed to comment on "what he did at work," his colleagues at the Society of Experimental Test Pilots recognized the magnitude of his achievements and honored him as the top test pilot/astronaut, the year after the Mercury 7 astronauts received the award.

The SR-71 changed the calculus of the Cold War. Although over the course of the development program several aircraft were lost, no Blackbird was ever shot down despite the thousands of surface-to-air missiles fired at it by hostile countries.

Since its declassification, Bob has been honored with virtually every significant aviation award in the western world, including the top award—enshrinement into the National Aviation Hall of Fame. His story as a test pilot was recently featured in an hour-long documentary on the Smithsonian Channel. Bob's life is the subject of a full-length book scheduled to release later next year with the with the foreword written by Capt. "Sully" Sullenberger ("Miracle on the Hudson").

He leaves two children, a daughter, Anne Gilliland Hayes, M.D. (spouse Richard Hayes, M.D.) of Reno, Nevada, and a son, Robert J. Gilliland, Jr., a lawyer (spouse Kim Gilliland) in Palm Desert, California, and five grandchildren: Laura Hayes, Nathaniel Hayes, Stuart Hayes, Scott Gilliland, and Heather Gilliland. He also leaves a brother, James S. Gilliland (spouse Lucia Gilliland), of Memphis.

A Celebration of Life will be held to honor Bob's extraordinary life with his family and friends in the future. Donations in Bob's name should be directed to either the Palm Springs Air Museum, March Field Air Museum, or to one of the U.S. military veteran organizations. Beyond that, Bob requested that his ashes be sprinkled in his favorite trout stream.

