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The Bend High Desert Flyer of Chapter 1345

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PREZ SEZ:

Aircraft Production in Buffalo; A Historical Look

Buffalo, NY is a blue-collar town, located at the eastern end of Lake Erie and the start of the Niagara River. While many people only know Buffalo for its cold winter weather, it was once an economic powerhouse similar to today's Silicon Valley.

From the mid 1800's through the mid 1900's, Buffalo thrived. It was the center of major water and rail trade routes between the western and eastern cities. It was one of the first cities to have electricity and city lights. In fact, much of the AC electrical system common today was developed in the area by Tesla. The hydroelectric plant downriver from Niagara Falls is still one of the biggest electrical producers in the country. Buffalo was the biggest producer of grain products in the world and is still home to companies like Nabisco and General Mills. Buffalo was also the location of the Worlds Fair, a Presidential Assassination (McKinley) and a Presidential Inauguration (Teddy Roosevelt). In addition to all this, Buffalo was also at the center of some of the most influential aviation developments of the past century.

One of the early aviation leaders who got his start only a few hours from Buffalo was Glen Curtis. Curtis developed the tricycle landing gear and the use of rudder and aileron controls among other accomplishments like inventing the seaplane. Curtis' company built 2000 flying boats and over 7000 Curtis Jenny's which trained 95% of American and Canadian pilots for WWI. Curtis is considered the Father of Naval Aviation and also the Founder of the Aviation Industry.

By 1918, his company was located in Buffalo and employed over 18000 employees.

In 1929, a merger of 12 companies associated with Curtis and the Wright Brothers resulted in the Buffalo based company called Curtis-Wright, which then became the largest aviation company in the country and produced aircraft, engines and propellers. During WWII, Curtis-Wright produced 142,840 aircraft engines, 146,468 electric propellers and 29,269 airplanes. One of these famous aircraft was the P-40 Warhawk. During this period, it became the second largest company in the United States, employed 180,000 workers, and had an annual revenue surpassing \$1 billion for two consecutive years.

Due to its major focus on manufacturing, limited investment was made into research and development and the company failed to transition to the jet market after the war. In 1948 Curtis-Wright shut down its aircraft division and sold the assets to North American Aviation who produced the P-51 and later the X-15.

Several other Buffalo based aviation companies you'll likely recognize are Consolidated Aircraft, the Glenn Martin Company and Bell Aircraft Company.

Consolidated had huge factories in Buffalo during WWII in which it built the B-24 Liberator. Consolidated also developed the supercharger, a break-through which helped engines maintain power at high altitudes for fighters and bombers. In 1935 when Consolidated decided to move operations from Buffalo to San Diego, Larry Bell, who had been general manager of Glenn Martin Company and manager at Consolidated stayed behind and started Bell Aircraft. Bell designed such planes as the P-39 Cobra. Over 12000 were produced during WWII.

A Historical Look -- continued

Most P-39's were sent to the Soviets as part of the lend lease program. In addition to the P-39's, Bell Aircraft was also contracted to build B-24's and B-29's for the war effort.

After the war, Bell developed the X-1, which Chuck Yeager flew to break the sound barrier in 1947. In addition to aircraft, Bell developed the reaction control systems for the Mercury rockets as well as many of the helicopters we know today such as the Vietnam era Huey and Aircobra. In 1960 Bell Aerospace was sold to Textron which continues to make helicopters and the V-22 Osprey.

It was a special time in Buffalo. While I missed Buffalo's hey-day by about 30 years, I am happy to have lived in a place with such a positive impact on aviation. As I grew up around Buffalo and learned to fly at Niagara Falls Airbase, I slowly learned bits and pieces about the history of aviation in the area. For example, I took tennis lessons in the old Consolidated factory, which built B-24's during the war. It was a huge building. When I began flying RC airplanes, my mentor Harold told me stories about the early air races he used to go to in Cleveland, Ohio. Before Reno, Cleveland was the place to go and the big races were held there between 1929 and 1949 with notable pilots like Jimmy Doolittle and Roscoe Turner. Later, when I was learning to fly, one of the buildings I used to fly over whenever I landed at Niagara Falls Airbase was Bell Aerospace. Some of my older friends at the airport actually worked at Bell after the war and helped develop and build the X-1 and convert the B-29's to carry the early X-planes. They had many good stories of the aircraft and the test pilots, including Chuck Yeager, who would come to Niagara Falls during the development process.

I hope you enjoyed the little bit of aviation history I know about Buffalo. Now that I call Bend home, I'd like to learn more about the aviation history of this area. If you have any good stories or information, please let me or one of our officers know so we can include it on the website or in a future newsletter; and let's continue to work together so we can help Bend become a mecca for the future of aviation.

Sean Harbison, President

September meeting minutes

Minutes of a regular meeting of the Chapter, held at the Ellsberg Hangar on Wednesday, September 14, 2011.

CALL TO ORDER

Vice President Tom Phy called the meeting to order at 6:35 p.m.

INTRODUCTIONS

There were 12 members and 4 guests present. Those in attendance were Tom Phy, Jack Watson, Erik Rustand, Mike Bond, Bruce Myers, Bud Candland, Henry Graham, Mike Pederson, Jim Mateski, Devin Simpkins; also Sean Harbison arrived toward the end. Guests attending were ex-member Milo Street who flew up from Santa Barbara, Rob Brightworth, Eric Simpkins (Devin's father), and guest speaker Lauran Paine.

ANNOUNCEMENTS

No immediate announcements were made.

APPROVAL OF MINUTES

Approval of the minutes was skipped.

TREASURER'S REPORT

Approval of the treasurer's report was skipped.

OTHER COMMITTEE REPORTS

No committee reports.

OLD BUSINESS

No items of old business were discussed.

NEW BUSINESS

Tom Phy announced that the next meeting for October would be a gathering to see his RV-7 project. Directions are in this newsletter. He also mentioned that certain members have been regularly participating in the Sunday morning coffee, donuts, and hangar talk sessions at the Madras FBO.

Anyone interested can partake in the weekly gathering (weather permitting) and if they don't have a plane, perhaps "bum" a ride with someone. Henry Graham mentioned the annual EAA workshops taking place September 15th and 16th in cooperation with EAA Chapter 617 at the Prineville Airport. Henry also wanted to remind everyone that Chapter 617 hosts a chili lunch every Wednesday afternoon at 617's hangar, from 12:00 p.m. - 1:00 p.m.

ADJOURNMENT

The meeting was adjourned at 6:55 p.m.

SEPTEMBER PROGRAM

The program for the evening was a great talk given by Lauran Paine, Jr. (Author of "Plane Talk" in EAA's Sport Aviation Magazine we all read.....right? Lauran told many interesting stories from his Air Force days and many interesting stories from his civilian and airline flying career. He also brought some copies of his books which he offered at special prices to those interested. If you missed hearing Lauran talk at our meeting, please check out his website at www.thunderbumper.com.

Thanks to Tom Phy for organizing Lauran's visit.

RAFFLE

No raffle drawing was held.

Erik Rustand, Secretary

Treasurer's Report

Financial for period 1/1/11 through 9/30/11

Total Income:	\$610.00
Total Expense:	\$516.75
Net Income (Loss)	\$94.24
Cash Balance:	\$2133.64

Jack Watson, Treasurer

October Meeting

So I need some motivation to work on my RV-7! Well, why not show off what little progress I've made at a meeting? OK, sounds absurd but why not! Our **October 12th** EAA meeting will be at Thomas Phy's home to see what progress he has made, if any. Doors will open at **6:00 PM** with Chile and ??? Home is located at 20581 Whitehaven Lane, Bend OR. <http://mapq.st/qBeNb>, located in SE Bend off of Country Club Dr.

We are at the end of the road so should be plenty of parking. Lost? Call Thomas @ 541-306-1500 If the weather is OK then the garage door will be open, if not, just come up to the front door.

Tom Phy, Vice-president

The 'Claire Liner'



The "Claire Liner" (Claire = CLean Alr Engine) design concept utilizes a so-called Boxwing design. Known for its great stability, the concept has been around since the twenties and has already been used in model aircraft and ultralights.

In the forward section of the fuselage, where it tapers sharply, there is just one cabin deck. The advantage of this geometry is that it enables a laminar flow over the fuselage, enhancing the aerodynamic efficiency.

Bauhaus Luftfahrt is the holder of a German patent for aircraft propulsion systems featuring fans arranged in a segmental arch on the upper side of the fuselage, while being driven by shaft power engines located inside the fuselage.

The propulsion system addresses high-energy efficiency and a significant reduction in aircraft noise emissions. Due to the installation of the shaft power engines in the aft-fuselage, engine noise propagation is minimized. By arranging the fans between the aircraft's tail planes, fan noise is efficiently shielded. Simultaneously, the installation space available in the fuselage aft-section allows use of heat exchangers for core energy recovery. The design allows for the driving of two fans per installed shaft power engine, allowing extremely high bypass ratios while maintaining moderate fan diameters. The propulsive efficiency is further enhanced through the utilization of the 'boundary layer ingestion' (mixing the slow moving air adjacent to the wing surface with free stream air taken from further above the wing).

The overall goal is to reduce fuel consumption to one third of current designs.

Airshow of the Cascades 2011

Smoke from the wildfires to the west of Madras gave the Friday evening events a WW2 aura.



The smoke had thinned by Saturday and we were given a rescue demonstration by this Coast Guard MH-65D Dolphin helicopter



Naturally, there were plenty of aerobatic displays, including those by the 'Fraser Blues' T-34 Navion team from Canada.



*... and 'finally' ...
Are You a Pilot or Priest?*

A priest dies and is waiting in line at the Pearly Gates. Ahead of him is a guy who's dressed in sunglasses, a loud shirt, leather jacket, and jeans.

Saint Peter addresses this cool guy, 'Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven?'

The guy replies, 'I'm Jack, retired airline pilot from Houston.'

Saint Peter consults his list. He smiles and says to the pilot, 'Take this silken robe and golden staff and enter the Kingdom.' The pilot goes into Heaven with his robe and staff.

Next, it's the priest's turn. He stands erect and booms out, 'I am Father Bob, pastor of Saint Mary's for the last 43 years.'

Saint Peter consults his list. He says to the priest, 'Take this cotton robe and wooden staff and enter the Kingdom.'

'Just a minute,' says the good father. 'That man was a pilot and he gets a silken robe and golden staff and I get only cotton and wood. How can this be?'

'Up here - we go by results,' says Saint Peter.
'When you preached - people slept.
When he flew, people prayed.'

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