

The Flitfire Cub: Piper's Little Known Pre-WWII Contribution

By T.S. "Max" Platts, VAA Lifetime #722088



When speaking of the brave Royal Air Force (RAF) pilots who repelled the Nazi invasion of their homeland, British Prime Minister Winston Churchill said that "Never was so much, owed by so many, to so few."

The Battle of Britain was a major victory for Britain, but a costly one. In the course of the battle, the RAF and Fleet Air Arm lost 1503 aircrew killed during the Battle of Britain.

An organization that worked to address this enormous human toll was the RAF Benevolent Fund, which was established in 1919 after the end of World War I. This organization took care of wounded RAF personnel and supported their families. During World War II, the people of Britain banded together to support the men who rescued them from their darkest hour, along with an aircraft manufacturer in the United States



The people of the Piper Aircraft Corporation in Lock Haven, PA were inclined to agree with the words of Churchill. Looking for a way to give back to these brave men, William Piper and Bill Strohmeier, Piper's Sales and Promotion Manager, decided create a raffle-type fundraiser that would involve their very popular Piper J-3 Cub. A total of fifty Cubs were donated by Piper to support his raffle, one for each state in the Union and the two territories, Alaska and Hawaii. Strohmeier enlisted the help of Piper dealers across the country to buy the fifty Cubs. Each dealership in each state would get one Cub to raffle off. The Cubs were nicknamed "Flitfires" because the bore the same markings as the famed Supermarine Spitfire.

For more of the story and more pictures, go to Cool Links at our website
<http://39.eaachapter.org>



The Prez Sez...

by Darrel Sauder

Well, another month has already passed, and we are still waiting for some longer stretches of good flying weather. I'm beginning to think that Jerry's comment about 11 months of winter followed by a month to get ready for the next winter applies around here. I did make it up once a couple of weeks ago for some touch and go landings. (One approach succeeded in making two or three touch and go landings).

I am sure that everyone that attended last month's meeting would agree that it was extremely interesting and informative. The only thing that I knew about USAF drones was what I had gleaned from newspaper and magazine articles. Matt's presentation shed a lot of light on the day-to-day operations of a drone squadron. Sitting in the cockpit simulator and getting the feel for flying an airplane via a camera in the nose was of particular interest. Throw in a sandstorm or two and a max operational crosswind and you get the strong feeling that maybe it is not as easy as it looks. Be careful who you "moon", there may be a drone videoing you or, worse yet, may publish the picture.

Our upcoming meeting should also prove very interesting. Derek Leivestad, a former B-1 pilot, will be telling us about his experiences flying the B-1.

Speaking of our next meeting...don't forget to bring some eats to share--first burger burn of the year. Also, we are getting enough new members that we will be pasting name tags on our chests, so you won't have to keep poking the guy next to you and asking, "Who is that?"

Hope you can all make it to our Open Hanger Fly In Breakfast at the Sturgis Airport on June 7. Coffee will be ready for early arrivals. Breakfast will be served at 0900. Hopefully we will be by the blizzard season and maybe, just maybe, it will be one of days when you can actually fly in to a fly in! Regardless of weather, it will be held on June 7. Be prepared for much hanger talk and a good time. See you there.

Don't forget to floss.



Want

With the link below, you will be able pull up every airplane that was built in every country in the world and every aircraft company. to check out almost any airplane ever built in the world? Old, new, military, civilian?

Browse this site for a few minutes. You will be amazed at what has been done in airplane design. The amount of info available is unbelievable. Link to the Virtual Airplane Museum at Cool Links on our webpage: <http://39.eachapter.org>



Submitted by Dan B.
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The designer of this twin engine aircraft from the early 1920s went on to design one of America's most famous all metal aircraft. Photo by Wesley Smith.

Can you identify it? Answer next month.

Next Meeting:

Tuesday, May 13
at **Chapter 39 Clubhouse**

6:00 Burger Burn Kickoff

Please bring a salad, dessert, or munchies to share. If you can, come a few minutes early to move tables & chairs to Rick's hangar.

7:00 Meeting

Program: Derek Leivestad will talk about his experiences as a B-1 pilot.



Coming Up

June 7 **Sauder's Open Hanger Fly In Breakfast**
9:00 at the Sturgis Airport (If you can't fly in, then drive in. You'll still have a good time!)

May Birthdays:



- Ray C.—4th
- Jerry P.—4th
- Jack W.—4th
- Hilary C.—5th
- Shawn G.—7th
- Dan M.—24th



The 309th Aerospace Maintenance and Regeneration Group (AMARG), often called *The Boneyard* is located near Davis Monthan Air Force Base in Tucson ,

Arizona. For those of you that have never seen it, it's difficult to comprehend the size of it. The number of aircraft stored there and the precision in the way they are parked is impressive. Another important fact is that they are all capable of being returned to service if the need ever arises.

Submitted by AI

Chapter 39

Officers

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Gary Schroeder
Treasurer	Milo Schindler

Volunteers

Newsletter & Web Manager	Molly Benkert
Young Eagles	Jerry Petersen Brenda Nolan
Safety Officer	Jerry Densmore

Tech Advisor Randy Daughenbaugh

TREASURER'S REPORT

by Milo Schindler

Balance brought forward.....	\$926.50
Income:	
Dues x 4.	100.00
Expense:	
Sec. of State (nonprofit filing)	10.00
Balance on hand.....	\$1016.50

Secretary's Minutes

By temp Marty Larson

- Darrel called the meeting to order at 7:00
- Minutes read and approved
- Treasures report given, balance \$986
- Guests - Fabian Meredith, Pat McKinney, Jenni Murray, and Bob Maples
- New member—Tim Modde

Old Business

- More discussion at the next meeting about how our chapter's Young Eagles program might help Brinda Kuhn with her STEM program.
- Keep the articles and pictures for the Flyboy News coming. Send to Molly.
- More pictures of pilots' planes for the wall wanted
- More info about the Howard Air Rally coming; no chapter support needed
- Burger Burns will start at 6:00 at the May 13th meeting. They will be held in Rick's hangar this year. Help will be needed at 5:45 to move the tables and chairs.

New Business

- FAASTEAM will be meeting from 9-12 on April 15 in the fire station conference room. RAP ATC, RCA, and Bob Allen will be among those presenting.
- Charlie Summers will be giving a talk for the Black Hills Writer's Group on April 15 at 9:00 at WDTI.

Program

- Matt Martin gave a highly interesting and informative presentation about his experiences flying the MQ-1 and MQ-9 remotely piloted aircraft over the last ten years in Iraq and Afghanistan.

- Meeting adjourned



Hangar Talk



Matt Martin and "the drone"

Project Update

By Forrest Foster



After months of hard work my project was signed off by the FAA on April 14th and now I have an airplane with an airworthiness certificate. I would like to recognize Glen Sterling, Milo Schindler, Al Neal and Warren Arter who helped me figure stuff out and gave me encouragement throughout the process.

The first flight was on Good Friday and was uneventful. It is the nicest flying airplane that I've been in. It is also very fuel efficient. With more flight hours I will know more as to what to expect but I'm very pleased so far. Who would have thought in less than nine months I could have such a wonderful airplane? By the time you read this I hope to have the 40 hour test period completed. I will be able to take my son up for his birthday, weather permitting.



more pix on our webpage

Flying Axioms

When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.

Without ammunition, the USAF would be just another expensive flying club.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, ... the pilot dies.

Never trade luck for skill.

The three most common expressions (or famous last words) in aviation are: "Why is it doing that?", "Where are we?" and "Oh Shit!"

Weather forecasts are horoscopes with numbers.

HAVA KUVVETLERİ MÜZESİ

By Norma Kraemer

Exploring aviation museums has been a lifelong passion and it will be impossible to see all of them in my lifetime. However, I was able to visit a really unique aviation museum in Istanbul, Turkey in April. It was an adventure just to find it, much less get to see it!

For almost a year I had been planning to visit Turkey, first last October, but that fell through. Rescheduled for this April, my sister and I eventually got a tour going that was going to happen. Last summer I had found the Turkish Air Force Academy website that had a link to their museum in Istanbul. The website was not in English, but thanks to the tools in Bing you can get it to translate the page you are looking at into English. So far, so good. There was a link to an e-mail address so I sent them a message (Google translates either direction) asking if the signs on the planes were in English and waited. Two months later I received a response saying their signage was in English and in Turkish on the planes. Hooray!

Wikipedia had directions on how to get there using public transportation in Istanbul. The museum is in a distant suburb of the city of over 14 million residents. My sister was my traveling companion and she was skeptical about including an airplane museum in the mix of 5,000 years of history. The WikiTravel page made it sound so easy to find the place. Obviously, whoever wrote the Wiki has never been there. Their instructions said to take the tram to the train station that is the home to the Orient Express train of Agatha Christie fame and take the "light-rail" to the Yeşilköy station. Their map looked like the station was across the street from the museum. Don't believe everything you read on the Internet.

We got to the train station without a problem and eventually found someone labeled "information" that sort of spoke English. First they said there was no "light-rail" we would have to take the bus. Their vague directions to the bus stop eventually worked out. However, there was no where to buy a token and tokens for the tram are not usable on buses. We waved a 10 Lira note at the bus driver and he would not accept it. However, he took pity on us and motioned us to get on the bus for free. We did not argue. As we sat on the bus it appears that you have to have a city pass like a credit card to use the bus. Not very tourist friendly! They had a computer screen that announced the upcoming stops in sequence, so I saw "Yeşilköy," so I knew we had the right bus. There were probably three times as many bus stops as supposed train stops and one of the listed ones said "MÜZESİ." I wondered if that was a separate museum stop, but sat watching out the window. All of a sudden I saw military aircraft behind a substantial fence, so we quickly exited at the MÜZESİ stop.

We were way past the museum entrance, but at what appeared to be the main gate of a military base. We walked up to the gate to ask where the museum entrance was and the guard did not speak English. He went to a nearby building and brought back an officer that solved the communications challenge. He said the museum was closed. We asked if we could walk along the fence and take pictures and he said, "yes." He also pointed where the entrance to the museum was. We wandered north towards the museum gate taking pictures through the fence. By the time we got to the museum gate a guard was waiting for us. He didn't speak English but motioned us to come up the driveway through the gate to three people who had come out of the building. Apparently, the officer at gate one called them and warned them that two crazy American women were on their way.

Of the three Turks, one spoke really great English. Turns out he is the maintenance person for the museum that restores and maintains the planes. The other two were staff that did not speak English but certainly seemed happy to meet us. I explained how nuts I am about airplanes, showed them my Pilot's, Repairman's, and Instructor's licenses as well as a picture of my homebuilt. Turns out the museum Commander was out of the

office for the morning, so the mechanic proceeded to give my sister and me the grand tour of the aircraft parked outside. It was a stunning display of aircraft from their military and civilian collection. While many of them were of American and European manufacture, Turkey has its own aviation industry and those planes were displayed as well.

Turkey was the first country in the world to have an Air Force, starting in 1910. Their first aircraft were Deperdussin aircraft purchased in France under the Ottoman Empire. Their first pilots trained in France in Bleriot aircraft. They used them in a variety of wars until the fall of the Ottoman Empire in 1922. With the establishment of the Republic of Turkey under the leadership of Mustafa Kemal Atatürk the Turkish Air Force continued as an important part of the country's military. Atatürk's adopted daughter, Sabiha Gökçen Ata, became the first woman to be a military combat pilot in the world in 1937. She flew in the war in Thrace in 1938. One of the two air carrier airports in Istanbul is named in her honor.

It appeared that all of the military aircraft on display had Atatürk's name painted on the fuselage, sort of like the nose art of U.S. military aircraft. The whole country adores Atatürk to this day with an enthusiasm comparable to our "George Washington Slept Here." The Turkish military is an integral part of NATO, and seems to be the one country in the region that still wants to be a secular country that is not ruled by any one religion. Aviation will continue to be an important part of their economy.

Eventually, my sister and I had to head back towards the bus stop to go back to downtown. We decided it was unlikely we would get a second free bus ride, so we hailed a cab to go to our next tourist attraction. That was sort of like bumper cars at an amusement park, but we cut the travel time to one-fourth of what it had taken on the bus. My sister, Luana, said that seeing how happy I was with the airplanes made the trip a big success. Maybe next time I need to plan to be there on any day but Monday or Tuesday.



The museum staff: the man who spoke English is in the camouflage uniform.