



# November Newsletter 2021

Meeting November 11 7:00 PM

Board Meeting November 18 6:00 PM

## Chad Demos Member of the Month



Now I would call this a happy pilot but who wouldn't with an otherwise Clear Blue Sky and Puffy White Clouds! That smile completely identifies the character of Chad's personality. Chad is working on his Instrument Ticket and I am sure he still would have that smile in thunderstorms after the radios all went out!

Chad's background is indeed interesting. My first impression was that he had just got off the boat from

Greece. Some will remember another EAA chapter member, Jim Egglezos who had a Greek background and a Greek restaurant. Jim helped us a great deal with our Breakfast program about 20 years ago. Jim was a great and friendly guy who knew everything about restaurants. Jim passed away in 2010. Everybody loved Jim. Now hold that thought while I tell you the rest of the story.

Chad's Mother came from Philadelphia. Chad's father was from Greece. His Grandmother came from Puerto Rico. His Grandmother's Husband came from Spain and served in US Coast Guard and US Navy. Chad was born and raised in Southern Florida.

When Chad was 21 he moved from Florida to Las Vegas to work for Cox Communications for 6 years.

In 2007, Chad moved from Las Vegas to Tennessee to help his Uncle start up a restaurant in Nolensville that specialized in Italian food. He then took a job at the Nashville Airport Terminal where he managed Car Rentals for 10 years.

Chad was interested in flying at age 16 when his Father took him for a ride in an airplane from Southern Florida to the Bahamas. While working at the Nashville Terminal, his interest in aviation was further kindled with a Discovery Flight with one of the BNA fixed base operators. Chad



served EAA Chapter 419 for several years as our Newsletter Editor and did an excellent job. Chad earned his Private Pilots certificate with CFI Dylan Smith. He joined the Murfreesboro Flying Club and participated in our Young Eagle programs. He then joined the CAP and served helping CAP Cadets. Chad purchased his own airplane - a Piper Cherokee and soon built up a total of some 600 hours.



While all of this was going on Chad gave up his job as Chapter Newsletter

Editor to give himself time to further his education at MTSU. He has now graduated with a Bachelor of Science degree in Business Management and is now working on this Masters Degree in Aviation Management. Who knows we may find Chad managing the Nashville KBNA. He already has received two awards from CAP. Chad did not get off the boat last evening. Chad is as sharp as a tack while pursuing a career in Aviation.



With all of this background, Chad has one more characteristic that can't be ignored. This is his love and care for his Grandmother. Not only does he take her flying with him, he brings his Grandmother to every social event the chapter offers.



As of September 20, Chad started work with AT&T as a Customer Account Manager. Who knows, he may work his way up to have a personal Jet aircraft to get him around to his entire region.

## Officer Election Oct. 14 for 2022-2023 Term

President.....	Chris Hardee	615 482 1592
Vice-President.....	Adam Palermo	615 934 2867
Treasurer.....	Dan Perkey	615 556 7149
Secretary.....	Clifford Richeson	615 631 8953
Eagle/Young Eagle Coordinator	Chris Hardee	615 482 1592
Board (one year)	Jerry Swick	615 7798373
Board (one year)	Robbie Mackie	615 705 1395
Board.....	Chuck Williams	615 519 3680
Board.....	Joe Blanton	586 215 7886
Board.....	Earl Grace	615 357 8811



## Chapter Equipment sale

Call David Swindler 615 890 2439

Keep your Garden Hose protected from the Sun!



# \$14

Need an extension cord for Christmas decorations



**25 ft.....\$5**

**50 ft.....\$10**

**100 ft...\$15**

**Floor Mop .....\$3**

**Industrial Floor Push Broom.....\$5**

## China Hyper-Sonic Missile!

Usually EAA does not get involved in politics or religion but, when news media get involved in subjects relating to Aviation and our lives as American citizens are at stake, the news media needs to be judged. With an alarming tone, the News Media would have you to believe the world is coming to an end in an effort to conform to whatever the leftists want you to believe. They want you to feel that we have to surrender to Communist China or else.

First of all, I would contend that any Missile today is in fact Hyper-Sonic no matter who shoots it. They claim that the Chinese Missile flies somewhere around 4000 mph or Mack 5.

Let me take you back to 1959 and the start of project OXCART and the A-12 aircraft. Some of you were not even born yet. I will give you a short history here but to get the whole A-12 story from the following reference as told by one of the six pilots, Frank Murray: **Go to YouTube.com; Aviation; Oxcart plane; The Oxcart Story.**

The Oxcart program was initiated and operated by the CIA before the USAF SR-71 and though the two are similar they are altogether two different aircraft. There were a total of 18 A-12s aircraft by 1964. The aircraft was in full service from 1968. The design criteria was it was to fly at or above Mach 3 with a service ceiling of 85,000



feet. The aircraft had two P&W J-58 engines internal to two Ram Jet engines. In Frank Murray's presentation he said the average mission was flown around 4500 MPH. He said one of the pilots had one to over 100,000 feet and another pilot wanted to take it to Mach 7.

The speed and altitude was not limited to the power but was limited by the maximum temperature limits of the materials. He said the lower frame of the windshield would come to a temperature of 650 Deg. F and some of the material near the engines would be twice as hot. The fuel was used to cool sensitive equipment and was used for hydraulic fluid and the pilot's face was cooled by liquid oxygen he breathed. So, the US was putting real men in Tran-Sonic Missiles and bringing them back to base again with some of these Missiles making well over 200 flights.

The mission was to carry a camera and take pictures. The camera had two lenses of 18 inch diameter which covered over 300 miles on each side of the aircraft that had a resolution of 2 ft at 300 miles and

a resolution of one ft under the aircraft. The camera was mounted on gimbals that kept the focus on the target with slight movements of the aircraft. The film was on a roll that had 5000 ft. Frank spent a great deal of time discussing all of the controls on the instrument panel. When it got to taking pictures, the camera simply had an off-on switch.

Within the 5 years of operation and perhaps 16 operational aircraft and given the number of flights for each aircraft, the 6 pilot rotations may have come quite quickly. A pilot would get notice 24 hours prior to a mission. The getting ready part of the mission was not pleasant with all the stages they had to go through. Getting the space suit on was an interesting task given all the pressure tests they had to do. Frank said after they would haul them out to the airplane he just got into the seat and sat down and never would do a preflight of the airplane. Only one of the pilots was killed due to a mechanical incident late in the program that some thought was sabotage. He said the airplane was a dream to fly.



The political point of all of this is what ended the OXCART program which was very upsetting to all the pilots. President LBJ formed a 303 Committee on the 8<sup>th</sup> of May 1968 and closed the CIA OXCART program. The program was turned over to the USAF from which the SR-71 program was developed. All of the operational

A-12s were sent back to the manufacturer Lockheed for storage. Nine of the 18 delivered are on display in various locations and Museums. Six of the 18 were lost in some occurrences and the remaining 3 were not accounted for by my reference.

What the writer would see in this discussion is that American free enterprise with freedom on thinking and the help of Almighty God, The United States of America has been way ahead in the ball game over 60 years ago and many of us did not realize our strength. Secondly, what caused this enormous strength to be stored away out of use? Yes, it was a Left Wing President. You and I don't really know where our advanced technology is today. But we had better watch out how it got killed 60 years ago. We had better be Praying with Faith that Almighty God would not let the destruction of our country's defenses. The SR-71 was a good airplane but could not get close to the performance of the A-12. The A-12 was never shot down by enemy fire as was the U2.

David L Swindler

## EAA Memorial Plaque

### Those Now Listed

Curtis Collens  
Joseph Peebles  
Woody Robinson  
Thelma Sloan  
Barbra Clayton  
Col. Jean Jack  
Clyde Hinch  
Little Tommy Smotherman  
Earl Woehniker  
Don Mitchell  
Jim Egglezose  
Lon Nuell  
Lt. Col. Bill Pickron  
Lee Jones  
Loyd Brewer  
Charles Sledge

### Those Known that Need to be Entered

Gene Sloan  
Holms Ellis  
Frank Stephenson  
Nevin Wax

**The Airport is in the process of selecting a location for the Plaque and will be put up soon.**

**Please let me know if I have forgotten others that need to be Listed on the Memorial.**

**David Swinder**

[arfarceneone@comcast.net](mailto:arfarceneone@comcast.net)