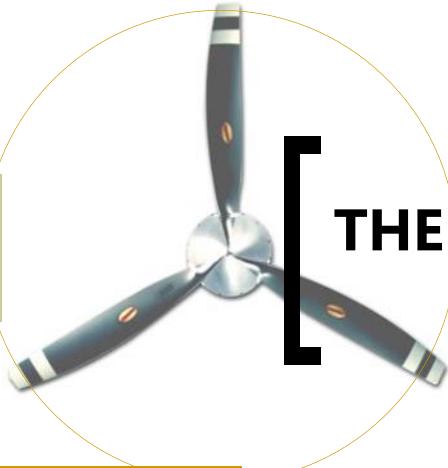


THE SLIPSTREAM

THE NEWSLETTER OF GREEN RIVER EAA CHAPTER 441 KENT, WA

MAY 2021



PRESIDENTS COLUMN:

INSIDE THIS ISSUE:

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SPECIAL POINTS OF INTEREST:

PHYSICAL GATHERINGS TEMPORARILY ON HOLD UNTIL FURTHER NOTICE

Presidents Column:

Chapter members.

One thing I really like to be able to do is to put a face with a name. But I'm not very good at remembering either. Or putting them together a second time, unless there's not much space between them.

In the past few months (it's been over a year!), our chapter meetings have been a line of boxes at the bottom of the screen. I hate that, but it's what we have to do for now.

I have noted that I've gotten what seems like a lot of inquiries about the chapter, and how to join in the past few months. Seems pretty easy...it's free, just show up and we'll make you a member. People write, I write back, we don't necessarily hear from them again. Then a couple of months ago we had a speaker from UW, and we had a record number of people in the boxes at the bottom of the screen. Some names I recognized as folks who wrote to inquire about the chapter. But, since we had such an engaging speaker, we did not get to hear from our new members.

Hopefully, they'll join us again this month. I'd really like them to introduce themselves, and the more familiar faces, well, they can introduce themselves, too, so the new members can get to know us.

We will try to do some of that this month. If we run out of stories to tell, Steve will be prepared to tell us

some important stuff about the valves in our engines.

It seems as though we're beginning to see a light at the end of this pandemic tunnel. Some are beginning to ask about meeting in person again. What I've said is that we're incorporated in the state of Washington, and we meet in King county, so we really need to pay attention to the public health officials. I think we're getting really close to being able to meet in person again. When the legal bar is lifted, we'll contact our hostess (Verla) to see how comfortable she is with us invading her space again.

In the meantime, stay safe.

Brian

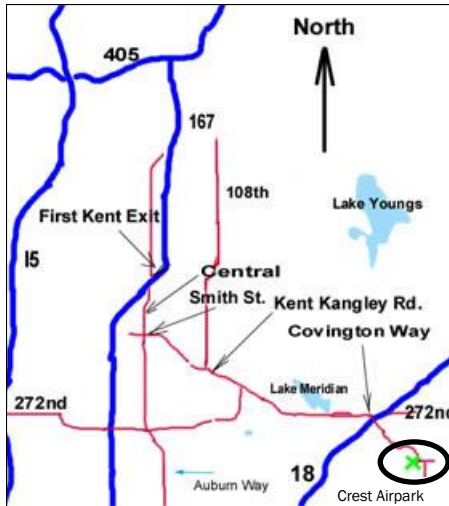
Pietenpol Update:

Hello 441, Denise and I have been making some modifications to our roof gable ...changes to mimic an arch-roof hangar. There is still work to be done but we're getting closer to the 1930s appearance we are going for. :-)

In other news we head down to Memphis over the Memorial Day weekend



WHERE DO WE MEET THIS MONTH?



Meets 4th Mondays 700 pm
 17605 SE 288th PL, Kent
 The Mellema Hanger



MAY PROGRAM

Catch up on projects

Program

Catchup on projects and things to know about valves

Here is our meeting information for Monday May 24th :

Join Zoom Meeting

Password: 919349

Phone one-tap: US: +12532158782,,95667374167# or

+16699006833,,95667374167#

Meeting URL: [https://gettyimages.zoom.us/j/95667374167?](https://gettyimages.zoom.us/j/95667374167?pwd=MWU4cnZOcGk0VUFdSEVqVmVhQ29hdz09&from=addon)

pwd=MWU4cnZOcGk0VUFdSEVqVmVhQ29hdz09&from=addon

Join by Telephone

For higher quality, dial a number based on your current location.

Dial:

US: +1 253 215 8782 or +1 669 900 6833 or +1 346 248 7799 or +1 646 876

9923 or +1 301 715 8592 or +1 312 626 6799 or 833 548 0282 (Toll Free) or

877 853 5247 (Toll Free) or 888 788 0099 (Toll Free) or 833 548 0276 (Toll

Free)

Meeting ID: 956 6737 4167

2021

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DARINS RV ADVENTURES, HIGHLANDER UPDATE:

to pick up our 1946 Globe Swift. That should be an adventure story for a later day...!

Jake and Denise Schultz

Darin's RV Adventures:

The big move is in the books Saturday morning was a big day for N88DA! The day started very early for me (2AM) when my brain kicked in and starting considering all the things I had to do before the "crew" arrived. At about 6 AM I was headed out to buy donuts for the crew....and me...and Amy. :-)

At just before 9AM people started showing up. First was Harry and Bob followed closely by Jeff, Ben and Randy. We gathered around the donuts and coffee (not nearly enough donuts were eaten) to strategize for this mornings activities. "Should the trailer face this way or that way?" "what about getting out of the neighborhood?" "Do we have enough blankets and



tie downs?"... one by one we figured it all out as you will see from the pictures below.

A really big thanks to Harry, Jeff, Ben, Randy and Bob for what turned out to be a very exciting and successful trip to KPLU (Puyallup airport)!!

Darin

To Read More: [Click Here](#)

Highlander Update:

All, I don't know what it is about our EAA meeting nights, but they seem to be a super magnet for conflicting events. I've blocked out the time for this month's meeting in hopes to make it.

Just a quick update on my Highlander project. I've been paused at about half-way through the build since last July due to general COVID issues and taking care of my parents. I finally have most of that squared away and plan to resume full-time building the first week in June.

However, my build assist person just moved from a hangar right on the airport at Homedale, ID, to a large workshop not at an airport, over in Twin Falls, ID. That is a 2.5-hour longer drive from here, so I'll be flying back and forth each week after I position my car there (Alaska 32D). The new location would

make it a 3-hour each way trip for Jim to do tech inspections and the nearest EAA chapters are 120 miles in either direction on I-84. I'm hoping when Jim gets his machine flying again that I might be able to entice him with free gas to fly over to one of the delightful Twin Falls airports for future tech advisor visits.

During the down time, I decided on the final paint scheme, started making a mock-up instrument panel made of wood to finalize the wire bundles, and ordered the Poly Fiber practice kit to get my head back in the game.

I'm also starting to ponder how to get re-current again and get the hours in type needed for insurance. Being a Sport Pilot seems to create some challenges. The local flight schools don't have LSA aircraft and Stick and Rudder Aviation over in ID is booked through October. It is wild that Just Aircraft doesn't seem to have a good support structure for this west of the East Coast. Most of the people they recommend want to train you in your own aircraft, which of course poses a problem with a new homebuilt. Personally, I find the low inertia of LSA aircraft creates some unique flying challenges not found in standard category GA aircraft, but the system doesn't seem robust in terms of making sure LSA/Sport Pilots have access to the same high quality training available for standard category GA student pilots. I just started researching this, so will update you as I learn more.

So, that's my update... looking forward to getting back in the game! I really enjoy seeing re-



TECH COUNSELORS AND FLIGHT ADVISORS



Chapter 441 is fortunate to have two tech counselors.

Feel free to call Brian (253)-369-0489 , or Dave Nason any time. You don't need to wait for some significant milestone in your project. Remember, this is not an "inspection".

The shop doesn't need to be cleaned for a visit. All are quite used to looking at pieces, parts, and assorted bits, and will be happy to answer questions, offer advice, and generally talk about projects, building, flying, or whatever.



GUESS THAT AIRPLANE; GUESS THAT INSTRUMENT PANEL

This months entry:

Go to Page 10 for April's 2021 airplane

This months entry:

Go to Page 11 for April's 2021 Instrument Panel



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EAA NEWS:

ports on other people's projects in the newsletter.

Best Regards,

Steve

EAA News:**VAA 50th Anniversary brings multiple aircraft groups to Oshkosh:**

Notable aircraft anniversaries and gatherings of beautiful airplane types are among the highlights this year as the Vintage Aircraft Association celebrates its 50th anniversary during EAA AirVenture Oshkosh 2021.

Among the featured aircraft in 2021 are Stinsons, commemorating their 100th anniversary held over from 2020, and celebrating the 70th anniversary of the Piper PA-22 Tri-Pacer family, to be joined by other Short Wing Pipers such as the iconic Vagabond, Clipper, Pacer, and Colt. Limited special parking areas have been established for these two groups. Stinson owners who want to participate should contact the Stinson Owners Group at www.stinsonowners.org, while Short Wing Piper owners should contact the Short Wing Piper Club at www.shortwingpiperclub.org.

There are numerous other notable vintage aircraft gatherings at Oshkosh, including those held over from 2020. Owners should contact their type clubs (noted here if available) for additional Oshkosh information:

Taylorcraft 2020 75th anniversary
 Ercoupe 2020 80th anniversary
 Aeronca Chief 2020 75th anniversary
 Cessna 120/140 75th anniversary
 Globe Swift 75th anniversary
 Howard Aircraft
 Cessna 195
 Cessna 180/185
 Twin Bonanzas
 Comanche Aircraft
 Beech Staggerwings
 North American/Ryan Navions 75th anniversary

To Read More: [Click Here](#)

Milestone — EAA Chapter 677 Vice President John “Jack” Claude Bartholet Celebrates 50 Years of Flying

John “Jack” Claude Bartholet, EAA 1021797, is a flying octogenarian, having recently turned 80. On

May 12, 2021, he celebrated 50 years of soaring through the sky.

Jack's first lesson was May 1, 1971, in a Cessna 150, N61326, at the Spangdahlem Aero Club at Trier Airfield in Germany. He soloed on May 12, 1971, and hasn't stopped flying since.

To Read More: [Click Here](#)

EAA's the Green Dot:

Divisions Update:

To Listen, [Click Here](#)

Sport Pilot and LSA Expansion Still on Track—MOSAIC Rulemaking Update:

EAA participated last week in the meetings of ASTM International Committee F37 on Light-Sport Aircraft that were focused on the Modernization of Special Airworthiness Certificates (MOSAIC) rulemaking initiative. The committee is tasked with updating industry consensus standards for light-sport aircraft to prepare for and accommodate anticipated changes to the regulations under the MOSAIC project.

Top on the priority list for many EAA members, the MOSAIC package is still on-track to expand sport pilot privileges and the range of aircraft they can fly, including a shift to a performance-based metric describing sport pilot-eligible aircraft (LSA) as opposed to the current weight limit. Additionally, a new category will allow larger and more complex aircraft to be built under LSA-like rules but will likely require a recreational or private pilot certificate to operate as is the case for similar type-certificated aircraft today. As we have previously reported, this category is being termed Light Personal Aircraft, or LPA.

LPA is promising because it will fully deliver on the potential of affordable aircraft certified based on industry consensus standards. Along with fully manufactured aircraft, it could allow many of today's kit aircraft to come to market factory-assembled or professionally built for customers interested in this ownership option.

To Read More: [Click Here](#)

TBM Avenger Reunion Draws WWII Torpedo Bombers to Peru, Illinois:

The 2021 TBM Avenger Reunion & Salute to Veterans event on Friday, May 14, at Illinois Valley Regional Airport in Peru, Illinois, drew a number of the

EAA NEWS CONTINUED, EDITORS CORNER:

World War II torpedo bombers to the Midwest. Unfortunately, the Saturday portion of the event was canceled due to inclement weather, but EAA was on hand to capture some of the action on Friday. Along with Avengers, plenty of other warbirds — including a Corsair, PBV Catalina, T-33s, and more — also attended the event.

To watch the video: [Click Here](#)

Editors Corner:

How many years have you been flying? I know Brian is probably over the 50 year mark, how about you? Can we proceed with getting you recognized for that accomplishment?

I recently asked a question to the Chapter about tandem versus side by side and got some really interesting responses. Thank you everyone who contributed. I had a reason for asking, I have plans for a few single seat airplanes, but I realized recently that even though my spouse may not want to fly with me (my reason for single seat motorcycles and airplanes), (except to go somewhere in a big tin can) I should really look into a two or four place. Some of the reasons are:

I have genetic predisposition to being over weight in the later years (My dad, mom, aunts, uncles, all of my grandparents had this problem). COVID has not helped this for me, even though I stayed active. I cant take anyone flying with me without renting something.

A two place makes a good single seater. I admit I am prejudiced to tandem seating from the earliest age when I started to fly: Sailplanes, Cubs, 7ac's, BT-13's, T-6's.

But I have enjoyed the side by side of the Aeronca 11AC (I owned one for a few years), B-25, Howard DGA and Spartan Executive. (Technically the B25, Howard and Spartan are more than two seaters)

I want to be sure that I get the most effective aircraft despite my prejudices.

Here are some of the responses in no particular order (I apologize if I left your response out: or combined with another similar expression)

Steve Cameron:

Training Mission

Side by side is great for early training -- Look at the T-37, Cessna 150, and any other basic training air-

craft... they are all side-by-side. You can see the other person, help them with things like headset issues, see the same sight picture they do, monitor their control inputs, see where they are looking, slap them upside the head if necessary, etc. HOWEVER, advanced training or training for aerobatics favors selection of tandem seating -- being in the centerline of the aircraft is key for precision maneuvering and feeling 'alone' in your own cockpit space is an important experience builder. Plus, this is great for training people in a 2-seater for the 1-seater version of that aircraft model.

Sight seeing flying

Side-by-side seating is a great social experience for treating new people to the wonders of flight while allowing you to see first hand how they are doing. Also, being able to point at something is easier than talking someone else's eyes onto something

Non-mission specific

Controls in both cockpits are generally in the same position for tandem seat aircraft, while side-by-side aircraft usually share the throttle in the middle, creating issues for some people who don't like the yoke in a different hand than a stick.

Side-by-side gives the same over-the-nose visibility to both occupants, but restricted visibility in the side opposite your seat, while Tandem seating gives both occupants great visibility to either side, but restricts over-the-nose visibility for the rear seater.

Shoulder room and general cockpit roominess is way better for most tandem seat aircraft than side-by-side seating.

Tandem seating usually means one of the cockpits doesn't have one or two equipment or engine controls (Carb heat and starter button on a Citabria) or maybe even flight instruments. This means side-by-side might actually be cheaper for planes with expensive, glass avionics... you can share a single display with side-by-side, but might have to install a whole 'nother one for tandem seating.

Andy Karmy:

Well, I've had both. Definitely plus and minus with both.

I think passengers usually like side by side better. However the benefit of tandem is more shoulder room. Both the pilot and passenger have plenty of elbow room without hitting each other. The thing is the passenger in the back seat of a tandem is basically along for the ride. It's very hard for them to participate in the flight or help with navigation or radio

EDITORS CORNER, CONTINUED:

work, etc.

I find the tandem is ideal for aerobatics and formation flying. And all around great for the pilot doing the flying! Both must be good as Van's sells them both. Guess it comes down to the type of mission you are looking at.

Jake:

I have always preferred tandem seating. People have told me the biggest issue with tandem seating is passengers who don't like to sit all by themselves in back. Denise went for a ride in an RV 8 and absolutely loved being in the back - her own space view out the canopy etc. We were seriously looking at rv8s but decided on the globe Swift which is side by side. I would have preferred tandem but given all the rest of the trade-offs this is the plane we're going with. There are not nearly as many low wing tandem airplanes available. Even the Globe Swift has the tandem military version but there are very few available and they are very expensive. Folks have told us the biggest factor is, are your passengers ok with sitting in the back alone?

Darin:

I can only speak from the perspective of RV's so my advice may be of limited use. My wife loves to fly with me, she prefers the side by side because her visibility forward is better and that helps with any type of motion sickness. She also likes to be able to look at me when she talks and seeing the look on my face when she gets nervous. I've flown in the back of several tandem RV's and find that when in the back I feel "out of the loop". You have to keep swinging your head back and forth to see forward which is not a natural action. Also, very few RV's have controls in the back seat which makes them hard to instruct and not as safe in the instance of pilot incapacitation.

All that said, tandem is definitely more fun to fly as you get the feel of being in the cockpit of a fighter with great visibility all around.

Paul Johnson, Duane:

Prefer side by side for a two place, especially if I'm flying with one of my kids or my wife. I find the experience of flying side by side more connected and interactive.

Ron Wanttaja:

Tandem seating gives the most room per occupant. A side-by-side might LOOK roomy, but you put two normal men in there,

plus the center console

people always seem to install, and you really don't have as much room.

See my old Cockpit Dimension survey:

<http://www.wanttaja.com/avlinks/cockpit.htm>

Tandem seating has CG issues. You might have to fly from the rear seat

(which isn't as nice) or have to be careful about loading.

On the plus side, flying a tandem-seating airplane solo is the same as flying a single-seat airplane....

I appreciate all of your responses. It seems like the mission is the critical thing and your flying buddies state of mind when it comes to being alone in the back.

So... what does this mean for me? I prefer tandem for the bigger space (I truly dislike competing for space in a side by side even when instructing), most of my passengers would be comfortable (family) in the back. It is marginally easier to fly straight, and it does fulfil my Walter Mitty dreams of flying a fighter. But... I really haven't found many kits or plans for tandem. Yeah, I know RV has a few as well as Fisher Flying Products (Yes, they are still in business now in Canada), I am thinking about mostly wood or tubular steel construction.

Make a Wish:

I have met a local person who is part of the local Make a Wish Foundation for children. They have several that want to fly and I promised that I would discuss this with the chapter. They are being very careful about opening this avenue for local kids because they are a very high risk subset of the population for COVID, but they do want to fulfill those desires for them sometime this year if possible. Would any of the membership be willing to take them flying when the Make a Wish Foundation opens it up for them? I think that this a great way of showing the local community about homebuilding an airplane and a good opportunity for young eagle flights to commemorate their wish. If you would be interested, please contact me and I will give you the email contact for the local Make a Wish person.

An interesting synchronicity has come my way, even though it may not pan out, I'm looking to borrow a truck and trailer to pick the airplane up and a little help to load and unload. Whom should I speak with if

EDITORS CORNER CONTINUED, APRIL GATHERING MINUTES:

it does become a reality?

Jake: If you can go to Oshkosh and be part of the Swift contingent, it would be awesome.

Here is our meeting information for Monday May 24th :

Join Zoom Meeting

Password: 919349

Phone one-tap: US:

+12532158782,,95667374167# or

+16699006833,,95667374167#

Meeting URL: [https://gettyimages.zoom.us/j/95667374167?](https://gettyimages.zoom.us/j/95667374167?pwd=MWU4cnZOcGk0VUFdSEVqVmVhQ29hdz09&from=addon)

[pwd=MWU4cnZOcGk0VUFdSEVqVmVhQ29hdz09](https://gettyimages.zoom.us/j/95667374167?pwd=MWU4cnZOcGk0VUFdSEVqVmVhQ29hdz09&from=addon)

&from=addon

Join by Telephone

For higher quality, dial a number based on your current location.

Dial:

US: +1 253 215 8782 or +1 669 900 6833 or +1 346 248 7799 or +1 646 876 9923 or +1 301 715 8592 or +1 312 626 6799 or 833 548 0282 (Toll Free) or 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free) or 833 548 0276 (Toll Free)

Meeting ID: 956 6737 4167

Build Straight
Roger

April Gathering Minutes:

Preface: I would prefer to record and use that as the minutes, but I understand the issues surrounding that potential. So How do you feel about recording the meeting or portions of it for the minutes?

April Gathering Minutes:

Brian: Pulled fabric back on glider aileron, looks good, but the German never varnished their planes. Ailerons off of one glider. Tinker Tot is one thing at a time. Still looking for a mag. Jonathon helped a friend bring a Aeronca Chief to Aberdeen. Also got a C65 engine New service bulletin from Continental 85. Need to strain oil on every oil change through 1000 micron.

Doug: Getting into plane to go to California to check on his hot rod. Front going through route of flight should be clear by 3am. Flying down with Stan. Stan has CFI for sel, glider, ses and tes. Asked Brian about the log book in Garmin? and its keeps warning

him about tail wheel endorsement being due. Got into inspection replaced brake linings, rotors gauged out. Haven't found a method to get them turned in the aviation business. Took them to Les Swaab they did it for him. It worked great when he put them on. Decided to add avionics switch. All Avionics is on a single buss, the rest of the electrics on a second buss. works great. Suggested turning down the charging volage for the Li battery that Andy wants to install.

Ron: Put together a presentation on his alternator issues..

Andy: has an issue where he doesn't record everything in the electronic logbook, so it only shows him taking off, but not landing causing him to not be current according to it. Engine is still on the airplane. It is coming off to be rebuilt. Collecting parts. Wants to convert to Constant Speed, wants to have everything available before shipping it to Premier on June 15 is when his prop should ship from Hartzel. Adding a Li battery to bring battery weight down. 14.2 on the EarthX Li. Battery. New CS prop and lighter battery will help weight and balance to carry passenger in back and stay out of control reversal in landing. New prop weighs more so that will bring WB forward.

Steve: Still working on sons Olds. Provided presentation on V-12 engines and an update on the world cruiser. Its on hold for a couple of years.
To visit the V-12 Liberty Engine site: [Click Here](#)

Jason: Horizontal, elevator and rudder done. Zenith has been changing the ship date on the wing kit. May need to borrow truck or trailer to pick up Discussed landing light doesn't want two lights in one wing. Thinking about the fuel system. Talked about inspections before closing things up. Hasn't set the parameters on it. Brian said it is not a big deal to ask people to look at the structure. looking at Rotax 912is, if you get air into injection system it will quit. It has fuel pump up near header.

Norm: Finally got voice to go through. He hasn't touched airplane in several months. Asked about the 990 form for Chapter 326.

GUESS THAT MOVIE AND THE STAR AIRPLANE:**Last Months Movie:**

1964 WWII Thriller starring Cliff Robertson, George Chakris, and Maria Perschey

633 Squadron:

633 Squadron is a 1964 British war film directed by Walter Grauman and starring Cliff Robertson, George Chakiris, and Maria Perschey. The plot, which involves the exploits of a fictional World War II British fighter-bomber squadron, was based on the 1956 novel of the same name by former Royal Air Force officer Frederick E. Smith, which itself drew on several real RAF operations. The film was produced by Cecil F. Ford for the second film of Mirisch Productions UK subsidiary Mirisch Films for United Artists. 633 Squadron was the first aviation film to be shot in colour and Panavision widescreen

After the Norwegian resistance leader Royal Norwegian Navy Lieutenant Erik Bergman travels to Great Britain to report the location of a German V-2 rocket fuel plant, the Royal Air Force's No. 633 Squadron is assigned to destroy it. The squadron is led by Wing Commander Roy Grant, a former Eagle Squadron pilot (an American serving in the RAF before the US entered the war).

To Read More: [Click Here](#)

Guess that Movie and airplane:

Action Movie from 2012



GUESS THAT AIRPLANE:**Boeing XPBB Sea Ranger**

The Boeing XPBB-1 Sea Ranger (Boeing 344) was a prototype twin-engined flying boat patrol bomber built for the United States Navy. The order for this aircraft was canceled, to free production capacity to build the Boeing B-29, and only a single prototype was completed. It became un-officially named "The Lone Ranger"

Development

Well before the United States entered World War II, the Navy started a program to develop a long-range flying boat, able to cover the vast expanse of the Pacific Ocean. The Model 344 design offered by Boeing was chosen, and a contract for 57 aircraft was awarded on 29 June 1940. The designation given to the type was PBB for Patrol Bomber, Boeing, the first aircraft of the PB category built by Boeing for the Navy. Nevertheless, Boeing did have important experience in the construction of large flying boats, having produced the successful Boeing 314 airliner. To build the large PBB, Boeing started construction of a new lakeside factory in Renton, Washington, that was owned by the US Navy. However, the prototype was constructed mostly in Seattle, and was moved to Renton only for completion.

To achieve the desired long range, the PBB became a fairly large aircraft, with a wingspan of 139 feet 8 1/2 inches (42.59 m) and a crew of ten.[1] Despite its size, it was powered by just two Wright R-3350 Duplex Cyclone radial engines, driving three-bladed Curtiss Electric propellers. It was the largest twin-engined flying boat flown during World War II. For a flying boat, the PBB was aerodynamically clean, with a cantilever wing set high on the fuselage. The planing bottom had a single step, and the non-retractable outrigger floats were attached to streamlined, cantilever struts. The lower hull was divided with seven watertight compartments, and a short upper deck provided seating for the cockpit crew. The wing of the PBB was constructed in a center section and two outer panels. The center section carried the engine nacelles and contained the internal bomb bays, as well as fuel and oil tanks. The outer wing panels contained main and auxiliary, integral fuel tanks.

To Read More:

Wikipedia: [Click Here](#)
Boeing: [Click Here](#)



YouTube: [Click Here](#)
Avistar.org: [Click Here](#)
Navel History and Heritage Command: [Click Here](#)

General characteristics

Crew: 10
Length: 94 ft 9 in (28.89 m)
Wingspan: 139 ft 8.5 in (42.59 m)
Height: 34 ft 2 in (10.42 m)
Wing area: 1,826 sq ft (169.7 m²)
Empty weight: 41,531 lb (18,878 kg)
Gross weight: 62,006 lb (28,185 kg)
Max takeoff weight: 101,130 lb (45,968 kg)
Powerplant: 2 × Wright R-3350-8 radial engines, 2,300 hp (1,716 kW) each

Performance

Maximum speed: 186 kn (214 mph, 345 km/h) at sea level
Range: 5,500 nmi (6,300 mi, 10,000 km) (maximum)
Normal range: 3,691 nmi, (4,245 mi, 6,834 km)
Service ceiling: 22,400 ft (6,830 m)
Rate of climb: 980 ft/min (4.98 m/s)
Wing loading: 34.0 lb/sq ft (166 kg/m²)
Power/mass: 0.15 hp/lb (0.24 kW/kg)

Armament

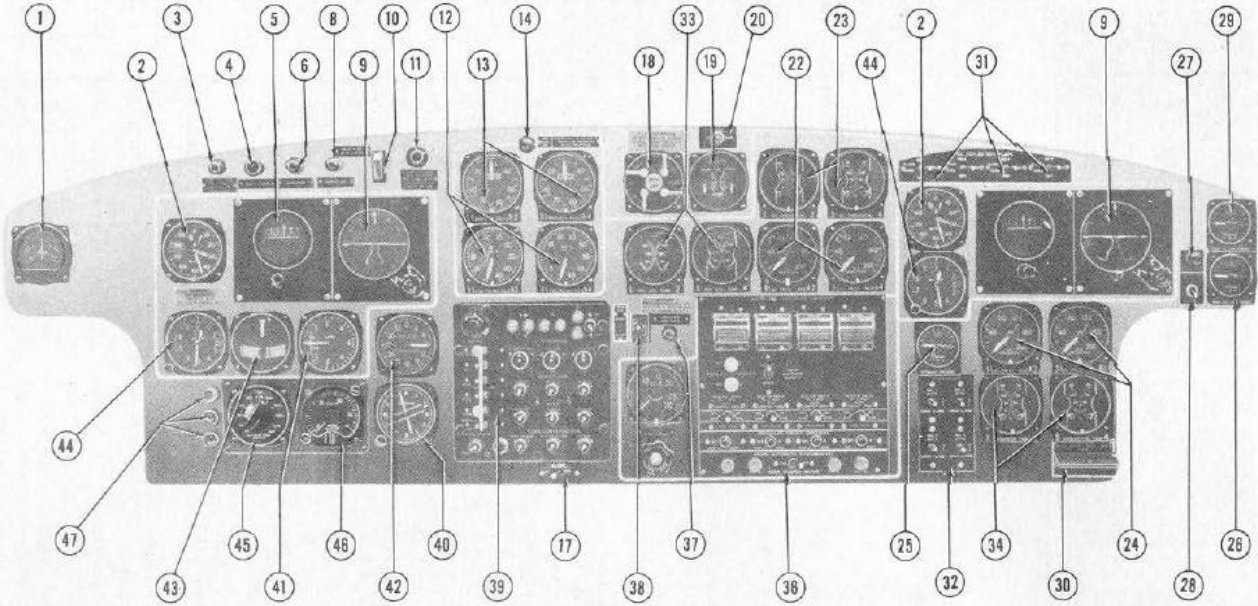
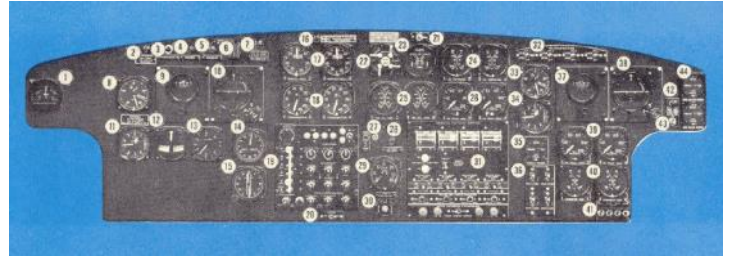
Guns: 8 × .50 in (12.7 mm) machine guns in bow and tail turrets and waist positions

Bombs: 20,000 lb (9,100 kg)

GUESS THAT INSTRUMENT PANEL

Consolidated B-32 Dominator:

The Consolidated B-32 Dominator (Consolidated Model 34) was an American heavy strategic bomber built for United States Army Air Forces during World War II, which had the distinction of being the last Allied aircraft to be engaged in combat during World War II. It was developed by Consolidated Aircraft in parallel with the Boeing B-29 Superfortress as a fallback design should the B-29 prove unsuccessful. The B-32 only reached units in the Pacific during mid-1945, and subsequently saw only limited combat operations against Japanese targets before the end of the war. Most of the extant orders of the B-32 were canceled shortly thereafter and only 118 B-32 airframes of all types were built.



- | | | | |
|--|--|---|------------------------------------|
| 1. Pilot's Directional Indicator | 13. Manifold Pressure Gages | 23. Oil Temperature Gages | 36. Propeller Control Panel |
| 2. Airspeed Indicator | 14. AC Power Failure Light | 24. Nose Oil Pressure Gages | 37. Landing Gear Indicator Light |
| 3. Ball Turret Indicator Light | 15. Magnetic Compass and Card Not Shown | 25. Hydraulic Pressure Gage | 38. Landing Gear Switch |
| 4. Marker Beacon | 16. Compass Light Rheostat Switch Not Shown | 26. Outboard Brake Hyd. Pressure Gage | 39. Automatic Pilot Control Panel |
| 5. Turn Indicator | 17. Alarm Bell Switch | 27. Brake Pressure Warning Light | 40. Fluxgate Repeater Ind. Compass |
| 6. Bomb Door Indicator Light | 18. Ignition Switch | 28. Hydraulic Pump Override Switch | 41. Rate-of-Climb Indicator |
| 7. AC Fluorescent Panel Lights (2) Not Shown | 19. Flap Position Indicator | 29. Inboard Brake Hyd. Pressure Gage | 42. Radio Compass |
| 8. Bomb Release Indicator Light | 20. Flap Switch | 30. Cowl Flap Switches | 43. Bank and Turn Indicator |
| 9. Artificial Horizon | 21. Fuel Pressure Gages Located on Sub-Panel | 31. Oil Cooler Flap Switches | 44. Altimeter |
| 10. Bomb Salvo Switch | 22. Main Oil Pressure Gages | 32. Intercooler Flap Switches | 45. Altitude Limit Switch (Radar) |
| 11. Salvo Indicating Light | | 33. Cylinder Head Temp. Gages | 46. Altitude Indicator (Radar) |
| 12. Engine Tachometers | | 34. Carburetor Air Temp. Gages | 47. Radar Indicator Lights (3) |
| | | 35. Fuel Level Ind. Atop Copilot's Pedestal | |