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EAA Chapter 231

Richmond, VA

Chapter Newsletter-Aug 2014



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In This Issue

Access to current activities in aviation are given by Dee Whittington. Tom Tyndall presents an article on the B29 bomber.

Topics: August Meeting

A review of Oshkosh fly-in will be presented. The monthly EAA video will also be shown.

What would you like to see for the next meeting program? Let any EAA231 officer know of your interest and whether you would be willing to help bring that interest to a program. From the editor-thanks.

Additionally, if you have an article that maybe of interest to other members, please forward to Dave Wilson for inclusion in the next newsletter.

Note:

If you don't have an EAA 231 magnetic name tag, please email our President, Brutus Russell, at brutus.russell@chesapeakecom.com, and tell him you need one. He will be placing an order for those members needing name tags in the near future. See the last page for an image of the current name badge.

Visitors-New Members

None

Next Meeting

Where: RIC Aviation Museum
When: Aug 8, 2014
Time: 7:30P



Article from Tom Tyndall

Did you know?

Everyone knows the B-29 "Enola Gay" and the fact that it dropped the first atomic bomb that led to the end of WW II. This is a little known story that helped to make this happen.

The B-29 was rushed into production without the normal pre-production testing – there was a war on and it was needed NOW. It was the biggest production aircraft in the U.S. inventory, it was the first to have pressurized crew compartments, the first to have remotely controlled gun positions and its engines, the Wright R-3350 was new and had the nasty habit of catching on fire. The second prototype had an engine catch on fire and burn the wing off, killing one of the best known test pilots of the day, Eddie Allen and his crew. This resulted in a lack of confidence in the aircraft and a reluctance by flight crews to want to fly it.

Lt. Col. Paul Tibbets was selected to command the 509th Bomb Wing which was tasked with dropping the atom bomb. First he had to select a location to base the unit, the ground personnel to support the aircraft and most importantly the flight crews to fly the aircraft. A lot of his crews did not trust the aircraft and some refused to fly it.

Tibbets knew of the Women Airforce Service Pilots (WASP) and thought if he could find two female pilots he could train to fly the B-29 he would be able to persuade his male pilots to fly it. In June of 1944 he showed up unannounced at Eglin Air Force Base in Florida looking for two female pilots. The first WASP he met was Dorothea "DiDi" Moorman who was in a lounge reading a magazine. Without introducing himself he asked "Do you have any four-engine time?" When she just stared at him, he backed off and said he was looking for two WASP to check out in the B-29. She told him that all of the WASP at Eglin only had a few hours in twin-engine trainers, except for Dora Dougherty, who at that time was out flying a Douglas A-20. After further conversations Tibbets made the decision to use both of these ladies to put his plan into action.

With Tibbets as their instructor the two WASP trained for **three** days before he decided that they were ready for the first demonstration. (To put this into perspective, the normal B-29 training program ran 6 months and required two years toward an Aeronautical Engineer degree, plus 50 hours of training in a converted B-24. This earned them a certificate stating they were qualified as a B-29 pilot – without ever flying one – and required that their first 20 hours of flight time in the B-29 was with an instructor.)

Tibbets did not tell the WASP about the engine fires, but he did show them a procedure he had developed to minimize the overheating that caused the fires. (He did away with the magneto checks at the end of the runway, instead checking them on the take-off roll ensuring airflow over the engines). During one of the training flights, an engine caught fire and Dora, who was flying, instructed her male flight engineer to feather and shut down the engine. The fire went out and she continued the flight with three engines.

When Tibbets was satisfied, he had the WASP ferry pilots, crew chiefs and navigators from base to base. It only took a few days to convince the male pilots that the B-29 was safe and reliable – provided it was flown and managed properly. The men stopped complaining and started flying. The rest is history. The B-29 went on to win the war and was a work horse in Korea.

(The engine problems were not cured until after the war.)



Here are recommendations from Dee about things going on in the aviation world.

He suggested that we look at the VA Aviation Board and its meetings.

Go to the website: http://www.ustream.tv/channel/virginia-department-of-aviation?utm_source=crowd-live-backend&utm_medium=visit-channel&utm_campaign=notifications

Dee also believes the following speech has sections that will be of interest to each EAA 231 member. Especially important is his discussion of how the FAA is responding to the request of 1000s of AOPA and EAA members to the proposal for a much less restrictive 3rd Class medical by publishing an NPRM by the end of this year for comment.

http://www.faa.gov/news/speeches/news_story.cfm?newsId=16797 or

<http://tinyurl.com/payuffa>

Dee suggested including this link in this EAA 231 newsletter. The initial article about the Meet the Boss forum is very interesting...and so are others. So here it is.

<http://tinyurl.com/pw9eydc>

Introducing The Homebuilder's Portal by KITPLANES®

Welcome to THE HOMEBUILDER'S PORTAL by KITPLANES. For 30 years, KITPLANES has been the leader in covering the world of homebuilt aircraft --- airplanes built from kits, plans, or the builder's imagination. When the magazine started, the homebuilder's world was mostly filled with skillful and highly dedicated men who had spent their lives in shops and garages. They built planes to fly around the patch or close to home. Today, thanks to sophisticated kits, robust factory support, improved safety records, and highly capable aircraft options, men and women with very little or even no previous shop experience have built and flown their dream airplane. In recent years, new homebuilt registrations with the FAA have exceeded the addition of new certified airplanes. More and more pilots are recognizing the cost-effectiveness and enhanced flexibility of flying homebuilt aircraft.

To address this shift from a nearly exclusive readership of hard-core shop hounds to a more diverse group of pilots - especially folks with no previous experience in the world of experimental aviation - KITPLANES has created this new monthly newsletter. The Homebuilt Portal will highlight previous KITPLANES articles (and cartoons!) specifically selected to address the interests of the GA pilot just entering (or considering entering) the world of homebuilt airplanes. This month's theme is "Preparing to Enter the World of Homebuilt Aircraft."

If you have comments or suggestions on what you would like to see in coming issues of The Homebuilder's Portal by KITPLANES, please [send us an email](#).

**Homebuilder's
Portal**
by KITPLANES
email signup



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Richmond, VA



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