

MOJAVE TRANSPORTATION MUSEUM FOUNDATION

www.mojavemuseum.org

PLANE CRAZY SATURDAY

After Action Report – March 21, 2015

Thank you Voyager Restaurant for allowing us to set up inside this month, as the winds from the west were gusting to 25 at 9 a.m.! We were told that our turnout would be meager because the big LA County Air Show was going on at Fox Airfield on the same day, but we are delighted to report that our turnout was truly outstanding! Seats in the restaurant were full all day and there were lots of smiles everywhere!



David Robins from Tehachapi flew his J-3/4 to Plane Crazy Saturday in spite of the wind! He spent time with his friends and even made some new ones. Michael Gold and Justin Gillen helped hold the wings when he decided to leave in the afternoon. The wind kicked up a bit more as the day progressed!

He said that once he climbed out the air was smooth all the way home to Tehachapi.

David's airplane is called a Mini-Cub and has a Volkswagon engine. He likes

to call it a J-3/4! It is a single place, home-built experimental.

We had several modes of transportation at Plane Crazy Saturday in March! The British Car Club from Bear Valley Springs brought Jaguar's and MG's for display. WOW!

Vinnie and Barbara Apicella, Will and Sara Handley, Mike Shea, Geoff Kimler and Robin Dare, visiting from England brought the classic beauties for everyone to salivate over!





Bill Deaver captured this digital image of Will and Sara Handley's MG TD. He was very happy to see this automobile, because he used to own one just like it! Very nice ride!

Next to the TD was the magnificent black XK-120 and lovely two-tone XK-140, both owned by Vinnie and Barbara Apicella.

There was an XJ-6, XK-8 and an MG BGT.



Robin Dare assured everyone that the weather here was pleasantly warm and considerably better than he would have been experiencing at this time of year home in England!

The Partenavia P.68 is an Italian six-seat, twin engine, high-wing monoplane built by Partenavia and later Vulcanair. Designed by Professor Luigi Pascale and originally put into production in 1972, it was intended for private or business use but has also seen use as both a training and a transport aircraft. It was originally named the Victor, although this name was not used for the production aircraft.

The P.68 Observer, which was an Italian/German development, has a transparent nose for use in police work and observation duties.

This aircraft is privately owned and is home based at Oxnard.



Stalwart Mojave Transportation Museum Foundation Board Member Wen Painter was signing in pilots on Saturday. Everyone enjoys visiting with Wen.

Wen Painter is a U.S. Air Force veteran and retired Aerospace Engineer from NASA Dryden after 30 years of service, but is still called back to work from time to time for information on research programs. He holds a BS in Aeronautical Engineering; MA in Human Resource Management and a MS in Aeronautical Engineering. He is a licensed pilot and flight instructor.

As an Aeronautical Engineer at NASA, Wen worked on the F-100 Variable Stability Airplane, Lifting Bodies HL-10, X-24A, M2-F2, M2-F3, and STOL (Short Takeoff & Landing) Airplane; F-8 Supercritical Wing Research Airplane, F-111 TACT (Transonic Aircraft Technology) Airplane; F-111 IPCS (Integrated Propulsion Control System) Airplane, B-57B Atmospheric Research Airplane; AD-1 Oblique Wing Research Aircraft, and F-15 10-Degree Rotating Cone Experiment.

Gold Wing Road Riders Association of Victorville stopped by with over a dozen magnificent motorcycles.



And the Hollywood-Burbank Harley group came by a little later. The parking lot was full of bikes – so cool!

They filled up the restaurant too! Good for Joudi!

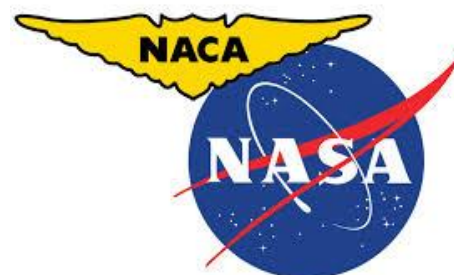


Many thanks to Mary Ann Harness for asking Bob Curry to speak for our March Plane Crazy Saturday! March 3rd marked the 100th anniversary of NACA. March 3, 1915, Congress established the National Advisory Committee for Aeronautics, or N-A-C-A, “to supervise and direct the scientific study of the problems of flight with a view to their practical solution, and to determine the problems which should be experimentally attacked, and to discuss their solution and their application to practical questions.” In 1958, the NACA's staff, research facilities and know-how were transitioned to the new NASA.

Excerpt from Tehachapi Society of Pilots newsletter – Jim Wilhelm, Editor



Retired NASA Chief Scientist Robert Curry was happy to accept a Plane Crazy Saturday cap from Cathy Hansen of the Mojave Transportation Museum. Robert had just concluded an informative talk on the 100-year history of NACA/NASA. The National Advisory Committee for Aeronautics (NACA) was formed back in the Wright Brothers era to “Advance Aeronautical Theory”. When the space craze hit us in 1958, the name was changed to NASA. Robert worked for 39 years at NASA, and when he retired, he was the Chief Scientist at NASA’s Dryden Flight Research Center. His career encompassed wind tunnel testing, actual flight testing, and basic research about the problems of flight. He predicts that future research will produce ultra-efficient air transportation. He is also excited that unknown flight conditions will continue to be explored. Robert currently



teaches Earth Sciences at Antelope Valley College.

Also a great article appeared in the March 29, 2015 issue of the Antelope Valley Press by Bill Deaver covering Curry’s talk.

Thank you Bill Deaver, Midge Wright, Heather Benes, Chris Martin and Wen Painter for pitching and helping on Saturday. It was a fun and busy day!

Mojave Air & Spaceport’s Ron Langford is always a big help and we appreciate him so much!

Thank you to our PCS

sponsors: Mission Bank; Mariah Country Inn & Suites; Rosamond News; Kieffe & Sons Ford – Mojave and Rosamond; Karl’s Hardware – Mojave and Rosamond; Voyager Restaurant and The Loop Community Newspaper – Tehachapi!

Mark your calendar for April 18, 2015 – ‘MOJAVE EXPERIMENTAL FLY-IN’ – Go to www.mojaveflyin.com for all the details! See you next month!

A4 Sunday, March 29, 2015, Antelope Valley Press

Flight test keystone of Antelope Valley culture

EDITOR'S NOTE: The Antelope Valley, sometimes called "The Aerospace Valley," has been home to the technology advanced, winging from flight test since Jack Northrop pioneered the flying wing designs in the 1940s that came to fruition with the B-2 stealth bomber built in Palmdale nearly a half century later. The skies over Edwards Air Force base are where "Right Stuff" test pilot Chuck Yeager first broke the sound barrier on Oct. 14, 1947.

Kern County Report
Bill Deaver

A veteran of some 39 years at NACA and NASA, Curry recently retired as chief scientist at NASA Armstrong.

His remarks to the local group gathered for the Plane Crazy Saturday talks were similar to those he delivered recently to historians and others at the National Air and Space Museum in Washington, recognizing the 100th anniversary of the creation of NACA.

Unlike his Washington audience, Curry said the Mojave group "is really tuned into the importance of flight, and especially experimental flying."

"Flight testing is a field that demands great professionalism and rigor, for obvious reasons," Curry said.

The purpose of flight testing can range from initial tests of a new vehicle to validating repairs and maintenance.

While many people identify NASA with testing to demonstrate new technology, Curry said that what he wanted to discuss "another kind of flight testing that's a little more unique to NASA and NACA."

Conducting scientific experiments in flight to advance aeronautical theory forms a technology "almost uniquely developed by NACA and NASA ... It's uniquely important as we move into the next generation of aircraft."

Test aircraft

The Bell X-1 flown into history by fighter ace and later Air Force Gen. Chuck Yeager was developed in a team effort that included NACA, industry and the Air Force. The X-1 was a pioneer vehicle used to test flight behavior rather than a prototype that could be developed into a commercial or military aircraft.

"All of these interests came to the consensus that this had to be a purely research vehicle, not a prototype or pathfinder for some near-term military applications, but 'an investment in the future,'" Curry said.

The rocket-powered X-1's "total payload was test instruments," he said.

Data collected during the flight confirmed that the X-1 had flown faster than the speed of sound, but also provided data for development of new wind tunnels still in use today.

"The payoff of the X-1 was not in some near-term military aircraft, but was a design tool that was used to validate design of generations of aircraft to come," Curry said.

Research efforts are often difficult to fund because they explore "over the horizon" concepts with no immediate financial gain as opposed to prototypes of new military and civilian spacecraft that can be quickly placed in service.

"It's often a pretty poor business investment," with no near-term payoff, Curry told the audience of aerospace pioneers.

"It's also characterized by being very scientifically oriented, and well-documented so future researchers can build on it."

Politicians and stockholders asked to fund research programs often want to see immediate evidence of their investments, Curry said. But validating concepts is valuable and necessary to develop technology that can significantly change the way we live, he emphasized.

"Developing detailed measurements is the purpose of these projects," he said.

Data collected in test flights can also be used to validate new ground-based test equipment including wind tunnels.

Wind tunnels originated with the Wright Brothers, but the technology is still in use, helping validate "a steady stream of projects," Curry expressed concern that interest in aerospace and flight testing has dwindled in the public's minds since the glory years of X-planes and rockets to the moon.

"We need to look to the future," and the promise of potentially revolutionary breakthroughs in transport aircraft, among other types of aircraft, Curry said.

Breakthroughs in developing airliners could slash the cost of flying by half by becoming more efficient and quieter "and better for the environment," Curry told his audience.

New "tubes with wings," airliners could evolve into "blended wing" aircraft like the joint NASA-Boeing X-48 Hybrid/Blended Wing Body flight test project at NASA Armstrong.

Launching flight test vehicles from large aircraft, used from the pioneering launch of the Bell X-1 and other vehicles at Edwards Air Force Base and the Mojave Air and Space Port, to the giant Strato-launch launch aircraft under construction in a huge hangar at Mojave, will continue to be necessary, Curry noted.

In addition to aerial launches, researchers can also tow aircraft, a technology used at Edwards to test the "lifting bodies" used to design the space shuttle.

Flight testing by mounting new technology on existing high performance aircraft is also valuable tool, Curry said.

"You can put enormous fixtures" on these aircraft designed gliders, Curry noted.

"This is a technique that has been used for decades, and has allowed engineers to replace an entire wing with an experimental wing, and can be done at 'quite an affordable cost,'" Curry said.

Testing can also be done using both manned and unmanned aircraft, Curry said.

Experimental Fly-in coming

Plane Crazy Saturday takes place the third Saturday of each month at the Mojave Air and Space Port. April's event will be held in conjunction with the annual Mojave Experimental Fly-in, set for April 18 and 19.

The Fly-in is an annual gathering of leading general aviation experimenters offering opportunities to set records, enjoy a poker run, an awards dinner Saturday night at the airport/spaceport's Witt Center, and other activities.

See www.MojaveFlyin.com for more information.