

(Photos by Roy Gant, Bill Deaver and Cathy Hansen)

Wow! What a gorgeous day for the middle of February! The warm weather brought pilots and planes out from everywhere! There were several real show stoppers on the flightline, including the stunning Howard DGA from Bakersfield, with owner/pilot Todd Schultz, and several unusual and beautifully maintained aircraft from Camarillo.

Friends of Gil Lipaz flew over from Camarillo and Santa Monica for a \$100 burger at Voyager Restaurant and good conversation with friends. I'm sure the conversations revolved around flying and airplanes!

Todd Robinson's YAK-50 made an impressive appearance on Saturday! As well as another YAK-50 owned and flown by Bill von Helholt! Thanks guys



for coming to Plane Crazy Saturday and letting all the folks look at your beautiful airplanes!



The Voyager Restaurant was packed and Wen Painter was there to sign off historic aircraft forms!

Thank you Bill Deaver, Ursula Finkbeiner and Steve Rushford for your work at the MTM table!



Nice 1987 Siai Marchetti F.260C! It has lots of power too – Lycoming AEIO-540! (Normally aspirated engine with fuel injection and inverted oil system for aerobatic use) Sometimes called the ‘vowel engine.’ Only vowel missing is U – they could add it and say the U is for ‘upside down.’

You don't see a Pilatus PC-7 very often! We were delighted to see this turbo-prop beauty on the ramp. It is fully aerobatic and is powered with a Pratt & Whitney PT-6A.

The two-seat light trainer aircraft Pilatus PC-7 turbo was built by Pilatus Aircraft in Switzerland. It can perform various functions, including aerobatics and tactical and night flying.

Selected by 20 air forces to train military pilots, the aircraft is fully operational in civil and military pilot training bases worldwide, and is equipped with a single Pratt and Whitney PT6A-25A turboprop engine.

The first series of the aircraft was delivered to the Myanmar Air Force in 1979. It also received Federal Aviation Administration (FAA) and Federal Office of Civil Aviation (FOCA) certifications for European and U.S. regulations.



Mojave Airport tenant, Dave VanHoy was here with his 1949 North American T-6 “Texan.”

The combination of the Pratt & Whitney R-1340 turning a two-blade Hamilton-Standard propeller makes a distinctive sound when it flies overhead.

Many combat pilots spent 75 hours or so training in the T-6 and, as a consequence, it was often nicknamed “the pilot maker.” Another favorite nickname in the U.S. was “old growler” by the distinctive growl of the Pratt and Whitney radial engine.

Of the over 17,000 T-6s and SNJs (Navy version) produced, approximately 600 survive in airworthy condition today, mainly in the United States.

Roy Martin, retired Chief Test Pilot at Northrop-Grumman gave an excellent briefing on the flight test work he completed at Northrop-Grumman nearly a decade ago.

'Fixing what Chuck Yeager broke' was the nickname given for the flight test program called, 'Shaped Sonic Boom Demonstration' or SSBD.

The goal of this program was to decrease the shock and sound of a sonic boom on the ground by one-third and the program was positively a grand success.

Double booms are produced first by shockwaves from the plane's nose and then from its tail.

An F-5E jet fighter with a highly modified nose was designed to change the way



the airframe and engine for this test and the Navy got to have one of their test pilots participate in the program.

A total of five U.S. government agencies and eight U.S. aerospace companies participated in this group effort.

During 2003, in the hottest months of summer, NASA Dryden Flight Research Center – now called Armstrong Flight Research Center, provided an array of microphones laid out across the desert under the exact path that the modified F-5 would be flying. An unmodified F-5E flew a few minutes behind the demonstration aircraft to provide a baseline sonic boom measurement to validate the reduced boom produced by the demonstrator.

pressure waves came off of the aircraft during supersonic flight.

This highly successful government and industry collaboration was funded principally by DARPA (Defense Advanced Research Projects Agency), NASA and Northrop Grumman.

The Navy was brought into the project when one of their F-5s that was bound for the boneyard at Davis-Monthan AFB just outside of Tucson, AZ. There was still enough time left on



NASA Photo by Tony Landis

At the end of the \$7-million project, NASA requested another series of test flights and contributed another \$1-million to collect additional information on shock waves at altitude, as they traveled toward the ground. Later testing involved a USAF Test Pilot School Blanik L-23 glider carrying a microphone and a pressure transducer that flew near the BADS (Boom Amplitudes Direction System) sensor at an altitude of 10-thousand feet under the path of the F-5E SSBE aircraft.

NASA Photo by Tony Landis

“We now have over 1,300 high-quality recordings of sonic booms,” said Ed Herring, NASA Dryden's principle investigator for sonic boom research. “In all these flights the SSBD aircraft had shaped sonic booms, with interesting differences in the shapes with variations of Mach number and altitude.” A quote from NASA article online -

http://www.nasa.gov/missions/research/sonic_booms.html

The F-5E aircraft used in the SSBD test program is preserved on display in the Valiant Air Command Warbird Museum at Titusville, FL.



Dick Ewers, NASA test pilot, Ed Herring (blue coat), NASA Engineer with Roy Martin and MTM president, Cathy Hansen.

Jimmy Doolittle, III came to hear his friend's presentation too, even though he had already heard this talk before at SETP! (Society of Experimental Test Pilots) Thanks Jimmy for stopping by Plane Crazy Saturday!

Thank you Ron Langford for all of your help and support with the tables, chairs and conference room!





Check it out! A very rare 1940 Piper J4A Piper Coupe! Wow! It lives in Tehachapi with owner Ken Hetke.

Sweet! Dustin Mosher is flying this 1947 Cessna 120 taildragger!



John Tumilowicz flew his 1939 Piper J-3C from Tehachapi and had lots of admirers!

Ronny Alldredge brought his gorgeous Beechcraft T-34 Mentor over from Tehachapi Airport. We are always delighted to see this beauty on the ramp!

