

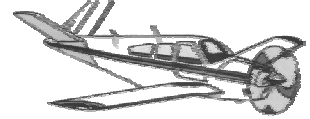
February 2003

Volume 20, Issue 2

# MountainLand Flyer



## EAA Chapter 17-- Knoxville, TN



### New President's message

By Ken Carpenter

The year 2003 is a big one for Chapter 17 and aviation. You all know it is the 100<sup>th</sup> anniversary of flight. We will be celebrating with a busy year. We are planning a big Young Eagles day at DKX on May 3<sup>rd</sup>, followed by a smaller one at the Sky ranch in June or early July.

Any interest in a Chapter picnic? There will be a Sky ranch picnic in May and aviation friendly folks are invited.

The Spirit of St Louis replica will be in the area after Sun 'n Fun. It is said to be stopping at Sevierville for one day but would stay longer if there were people interested in going for a ride. They have put two seats in the front where the gas tank was located. Don't know the cost or exact days yet. Will have the exact dates later.

We are thinking about a picnic for the chapter. We are working on a new roster of the Chapter. We need up-to-date information from each member. We will be calling everyone if necessary.

I would like to invite all members to attend the meeting **February 28<sup>th</sup>**. We will start at 7 PM. There will be refreshments and a 15-minute video. The video is by Paul Varner and titled "Sunday Morning Flight". It is professional quality with music soundtrack. The rest of the meeting will be socializing and discussion about what you want for the coming year. Several of the Board have expressed interest that we have meetings every month on the last Friday at the Sky ranch, if not at someone's home looking at a project. We may omit the December meeting December 26<sup>th</sup>.

Don Miller has agreed to continue this

year as Young Eagles Chairman; seems appropriate since he has done such an outstanding job after taking it on three years ago.

This will be the last year for Young Eagles. There is talk of some continuing program to introduce young people to flying. The program has worked thanks to the many that turn out and help with the paper work and flying.

Actually, flying is the easy part. Fine help has come from the groundschool teachers, Lee Erickson, Bill Lofgren, Tom Lester, Eddie Dumas Jr, and others. Pilots who donate their planes and gas and time are a long list, Ken Carpenter, Mark Collins, Bill Dritt, Dale Grubbs, John Howard, Dan Kraushaar, Les McLaurin, Don Miller, Ron Poor, Xen Portwood, Gordon Webster, David Vickers, Leon Ridenour, Mike Sentell, Sam Suffern, Jerry Depew and others. Many of these pilots flew more than 10 youngsters this past year. Some have flown over a hundred kids since the start of Young Eagles. Despite our best efforts some pilots did not get credited with all the kids they flew. We are sorry but will try harder this year. We are working to streamline the paperwork and accuracy. Jeannie Lester and Anna Miller have helped with that task and we need more help this year.

The more input the Board has from members, the better club we will be. Feel free to call any of the board with ideas, especially if you want to help with a program. Call with good ideas even if you can't help pull it off. Come to the meetings and be a part of the spirit and backbone of general aviation- EAA.

Notice: there will be an Air show at TYS, Sat and Sun April 26 and 27.



**Ken  
Carpenter**

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NOTE: For a full color version of the Chapter 17 newsletters, send me an email.  
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## TODAY'S WARBIRDS - WORLD WAR II SURPLUS AIRCRAFT

By Dave Stevenson

In the days immediately following WWII, ads for cheap airplanes were commonplace; with Sales

spar and center section did not fare well in the outdoor environment. The Vultee BT-13 "Vibrator" might have been a little more weather resistant, but with its 450 hp Pratt & Whitney's appetite for fuel, it rapidly became a candidate for the bone yard. A couple of hundred dollars would buy a prime specimen. One entrepreneur

developed a kit to make the old BT a 4-place, but it only delayed the inevitable. The L-types – Cubs, Aeroncas, Taylorcrafts, Fairchild's and Stinsons fared better due to their utility and more reasonable operating costs.

The fate of literally thousands of combat types was mercifully quicker. At five sites scattered across the country, a total of twenty thousand aircraft consisting of fighters, heavy and medium bombers went ignominiously to the smelter. At Kingman, Ariz., a single contractor purchased nearly seven thousand B-17s, B-24s and other types and converted them into aluminum ingots in just a few months.

Kingman Army Air Base lay along U.S Highway 66 where motorists drove past miles of airplanes. At first, an effort was made to strip potentially usable

items. This slowed the process; so later aircraft were chopped into chunks and fed into giant on-site smelters that were shut down at intervals to remove non-aluminum dregs that settle to the bottom. A half-hearted attempt was made to save ships of historical significance. The Memphis Belle, The Swoose, and a few others were saved. The 5000th. B-17, named "Five Grand", and bearing the names of several thousand Boeing employees had survived 78 missions with the 96th. Bomb Group with most of the names still readable. She was requested by the City of Seattle, but unfortunately, she went to the smelter



### Twin-Engine Cessna Airplanes \$3900 to \$8500

#### Sale of Government Surplus Property Through Reconstruction Finance Corporation

A large, comfortable cabin, coupled with twin-engine safety, and the ability to get in and out of small airports give this airplane general utility value.

It operates on 73-octane gasoline and cruises at approximately 140 m.p.h. This plane is suitable for business transportation, light cargo, pilot training, or personal use.

This aircraft is a low-wing monoplane of composite wood, steel and fabric construction and is powered with two Jacobs Model L4MB engines, of 225 horsepower each. These Army models, designated as UC-78 and AT-17 (commercial model T-50), are type-certificated, but individual planes must be repaired and modified to meet Civil Aeronautics Administration airworthiness requirements for civilian flight.

Information concerning sales procedure, location of aircraft, and price, may be obtained from your nearest Sales Center.

#### PRICE DETERMINATION

**Prices for these planes have been set to make allowances' toward modification, repairs and overhaul. The \$8500 price is for planes equipped with constant speed propeller, and a wing which is eligible for CAA approval to permit a 5400 pound gross weight. Prices are lower for planes supplied with fixed pitch wood propellers and/or a wing designed for a 5100 pound gross weight.**

Skyways September, 1945

Centers within easy reach of almost any location in the country. It's difficult to comprehend the sheer numbers of these cheap airplanes on the market. Prices for the Primary and Basic Trainer types were initially in the range of a new car- IF there WERE any! As the market reached saturation, prices dropped, and by 1947, a lot of disillusioned owners were willing to part with their planes for any price. As fabric needed replacement and engines required overhaul, a lot of them ended up rusting behind the hangar. Some went faster than others - the wood spar PT-19's and 23's, the Cessna UC-78 "Bamboo Bomber" with its massive wood

bearing her battle scars and the signatures along before the paper work caught up.

Among the few remaining aerial photos remaining is a view of the Clinton, Oklahoma Naval Air Station showing 8028 airplanes, wings folded, parked in long rows awaiting destruction. Among the lesser-known types scrapped were around a hundred brand new Consolidated B-32 Dominators, a pressurized, four-engine heavy bomber developed concurrently with the B-29 as a backup. B-32's were ferried directly from the production line at Fort Worth to Walnut Ridge, Arkansas and scrapped. Not a single example was saved.

The destruction of the world's largest air force was by no means complete. Cities, towns, schools and civic organizations were given planes on request for display or non-flying use. An Explorer Scout troop got a near-new C-87 Liberator Express for a clubhouse - they paid \$350 for delivery. Buyers could get a B-17 or B-24 for \$13750. BT-13's went for \$450 while the BT-15 - same airplane with a Wright engine cost \$250. P-40's, \$1250., P-39's, \$700., P-51's, \$3500., You could have your choice

of an Avenger, a Hellcat, or a Wildcat for \$1250. A west coast surplus dealer had a warehouse full of new Ranger engines which had cost him \$12 apiece! Paul Mantz, the movie stunt man, bought 475 aircraft, mostly combat types, making him owner of one of the world's largest air forces. Sadly, financial difficulties necessitated scrapping all but a few. Probably the largest single purchaser was a Dallas oilman who bought 850, mostly BT's and UC-78 Bamboo Bombers. No one seems to know their ultimate fate.

Many combat types were never brought home at the war's end. Vast numbers of carrier aircraft were simply dumped overboard to make room for returning troops. A reported \$40 million worth of aircraft were either scrapped or sold in Europe. Many of the presently flying warbirds have come from the "Banana Republics" in South and Central America, where we generously equipped their air forces with our top of the line combat types at the end of WWII. It is interesting to speculate as to how many of these relics remain to be discovered in former Iron Curtain countries and other remote spots around the world.

### Young Eagles!

Friends,

We have set **May 3rd** as the first Chapter sponsored kids fly free day.

I hope to get 150 children out and 25 chapter members and family.

Please put this on your calendar and plan to help in some fashion. This is the 100th anniversary year and I expect to see the local media show up more than in previous years.

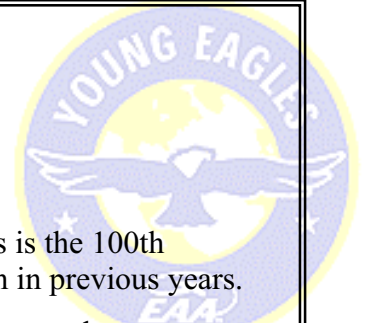
This event will be our usual 9AM to whenever with ground school and records management. We have the offer of some support from Technical Aviation who is the maintenance group at DKX.

We had conflicts with the April date, and I expect some for this date, but it stands.

Don Miller (865) 482-3167, [msbari@bellsouth.net](mailto:msbari@bellsouth.net)

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked".

Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down. "Ah," the pilot remarked, "the dreaded **seven-engine** approach". *Thanks to Jerry Depew*



### 2003 Chapter 17 Banquet

February 1<sup>st</sup> was the Annual Chapter 17 banquet. This year's fete was held in the Bearden Banquet Hall, due to the elimination of our beloved Ramsey Cafeteria.

The new place was very nice, with an excellent meal and considerate staff.

February 1<sup>st</sup> will long be remembered as a tragic day in aviation, and it was poignant that our guest speaker was new Chapter 17 Member Rich Ranaudo who spoke of his days with NASA's Lewis Microgravity flying laboratory.

This was a tremendously interesting talk, with video presentation to boot.

Did you know that NASA's DC-9 can produce about 20 seconds of weightlessness during parabolic flight? Did you know that Rich and his associates could produce dozens of parabolas in succession on any given day, in the sky over Michigan? Okay, I bet you **didn't** know that the average "time to cookie toss" was eight parabolas. The Glenn Research Center provided invaluable insight to the behavior of all sorts of fluids in microgravity, including combustion gasses.

#### **EAA Chapter 17**

**Next Meeting**  
**Feb. 28<sup>th</sup>, 2003**  
**SkyRanch**  
**7:00 PM**

L to R, Guest Rich Ranaudo, 2002 President  
Miller Wilder, 2003-04 President Ken Carpenter



**EAA CHAPTER 17**  
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