

Flight Test NEWS



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Aviation Week Bureau Chief Addresses Patuxent River Chapter

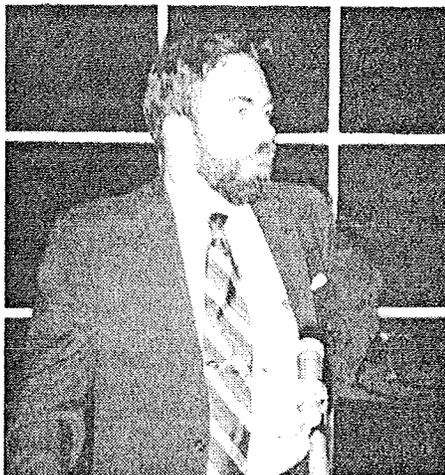
by S. L. Porter

The Patuxent River Chapter of SFTE met April 21 for a dinner meeting at the Placid Harbor Yacht Club. Guest speaker for the evening was Mr. David A. Brown, Washington Bureau Chief for Aviation Week and Space Technology. Mr. Brown entertained and informed the audience of 87 members, wives and guests with his wide-ranging discussion of current and future Aerospace Programs.

Despite the slow-down experienced in the 1960's, Mr. Brown does not see an end to the development of new military aircraft. He cites the current S-3A, F-14, F-15, and AV-8A as examples, along with the USAF AX competition and studies for the Sea Control Ship aircraft and SAF lightweight fighter. However, he does advocate greater interservice cooperation to procure the same aircraft for common missions, in order to reduce the overall costs. He sees Sea Control and Close Support as the same mission requirement, possibly met by the same aircraft. Instead, the Army, Air Force, and Marine Corps have their own individual approaches for Close Support, and Navy is investigating another for the Sea Control Ship. Mr. Brown sees the AV-8A Harrier as the most available aircraft for the role, and lauded the Marine Corps for "getting on with it" while others studied the potential of V/STOL. He chided the services for too many studies, saying they can learn more from flying the vehicle.

In discussing the SST program, Mr. Brown saw the greatest impact of the cancellation as the loss of the experiments which would advance technology. He cited the fact that the Aerospace industry is the largest U. S. exporter (93% of all free world commercial airliners were produced in the U.S.). He faulted the industry for not better publicizing the numerous fallout products which result from space and aircraft developments.

In the lengthy question and answer period which followed, Mr. Brown stated that carrier aviation as we know it today is rapidly becoming obsolete. With a Sea



David A. Brown
Washington Bureau Chief

Control type aircraft, a 1,000 ft. deck is no longer required, and the air bases can be spread out so that "all the eggs are not in one basket."

In response to an inquiry on Aviation Week's information sources, Mr. Brown denied that he had direct access to secret documents. In fact, he has no security clearance. Instead, subject files are maintained where bits of information are accumulated and pieced together for the usually accurate big picture which the publication is known for. Some of the information they collect is not published for security reasons. He stated that they had knowledge of the F-12/SR-71 program 18 months prior to the President's announcement of the program.

The diversity of topics and wealth of information which the speaker possessed made this one of the more outstanding meetings of the Chapter.

Long Island Hears Pete Tyer

The Long Island Chapter of the Society of Flight Test Engineers held a dinner meeting at Port Jefferson on May 23, 1972. Principal speaker was Mr. Pete Tyer, E-2C Weapon System Operations Director.

Mr. Tyer has been employed by the Grumman Aerospace Corporation since 1961. He is with the Systems Flight Test Department and is assigned to the E-2 program. Mr. Tyer's experience includes the E-2A and E-2B Overland Radar Development Programs and he served as the lead engineer for the Systems Flight Test Overland Development Program. He is currently the Operations Director for the E-2C Weapons Systems Development Program. The Operations Director coordinates the flight test program and is aboard the aircraft to oversee actual flight testing.

Mr. Tyer was previously an airborne CIC officer involved with the training coordination and supervision of radar flight crews. He was also a crew member on the E-2A Development and Demonstration Program and a member of the BIS Support Group.

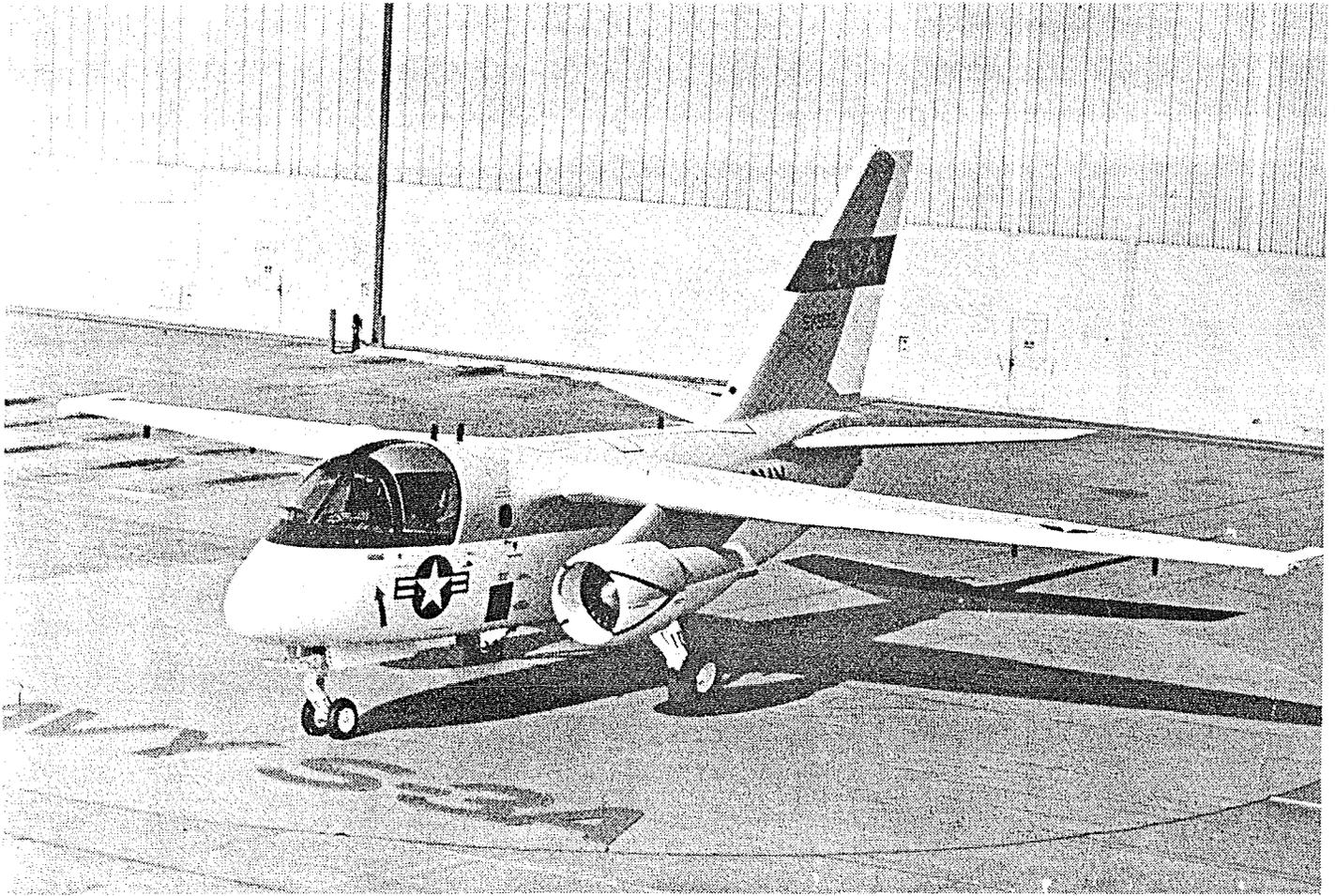
Mr. Tyer presented the roll of Systems Flight Test in developing aircraft weapons systems. The discussion included:

- the role of the flight test engineer
- a description of the weapons system complexity
- the role of the E-2A in the fleet early warning and intercopter control strike control

The presentation also featured a film depicting the mission of the E-2 aircraft.

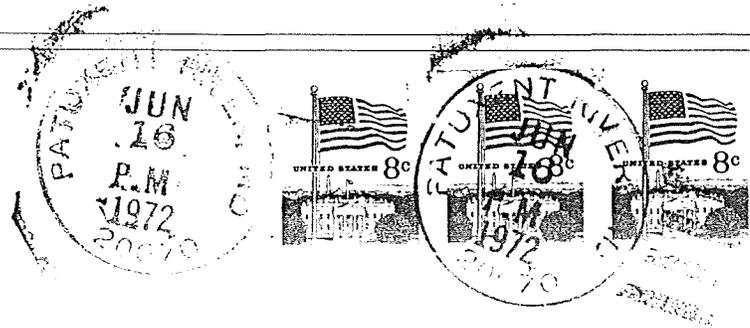
Flight Test Directory

Enclosed to this Newsletter is an initial attempt to create an SFTE Flight Test Directory. Each member will now have a listing of all the members in his own and other chapters. Comments are welcomed concerning the contents and format of this Directory. Future issues could include such information as member's job, position, phone number, etc. Any information which is incorrect can be changed by notifying the National Office, P. O. Box 57, California, Md. 20618, attention: Jim Rebel, Membership Chairman. All comments on format should be directed to Carl Raley, Vice-President.



The Navy completed the Phase I NPE of the Lockheed S-3A Viking in May 1972. The team included SFTE Members Roger Detrick, Bill McNamara and Tony Rossetti.

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