

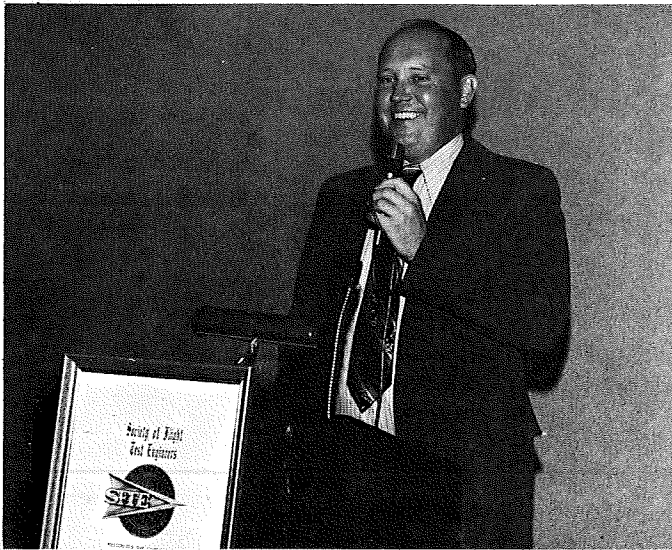
# Flight Test NEWS

PUBLISHED BY: THE SOCIETY OF FLIGHT TEST ENGINEERS

DECEMBER 1973

P.O. BOX 1821, LANCASTER, CALIF.

## DOUGLAS AIRCRAFT COMPANY FIRST TO ATTAIN CORPORATE MEMBERSHIP



Wen Painter, NASA-FRC Addresses Seattle Chapter

The November meeting of the Seattle Chapter was held November 27, 1973 at the Sea-Tac Holiday Inn. Following a brief review of the membership renewal status by President Don Beck, the Program Chairman Roy Combley, introduced the guest speaker Mr. Wen Painter from the NASA Flight Research Center at EAFB. Mr. Painter is currently the program manager for the Transonic Aircraft Technology (TACT) and the Integrated Propulsion Control System (IPCS) projects.

Mr. Painter presented two excellent movies on the history of the Flight Research Center and current flight test programs. The first movie covered flight test programs from the inception of the organization, then known as NACA, through flights by the YF-12 aircraft. Colonel Robert Stevens who currently holds the World Speed record in the YF-12 at 2070 mph was in attendance. The movie on current programs included some flights which had occurred only three weeks previously. These included Digital Fly-by-Wire flights on an F-8, the X-24B Lifting Body, both the F-8 and F-111 Super Critical Wing aircraft, vortex studies on various aircraft including the 727 and the F-15 3/8 scale model spin tests. Mr. Painter's presentation was very well received and appreciated by those in attendance.

The meeting was attended by many representatives from other companies from outside the Seattle area. These included General Electric, Pratt & Whitney, Honeywell and several agencies of NASA and the Air Force.

The next dinner meeting is planned for January at which Mr. Irv Decker will present slides and discuss his recent trip to China. Mr. Decker was one of the pilots on the delivery flight of the fourth 707 to China.

## LONG BEACH FIRM IS NO. 1

Early this month we received a request for Corporate Membership from J. C. Londelius, Vice President, Flight & Laboratory Development, Douglas Aircraft Company, McDonnell Douglas Corporation.

Since the request was from a highly known aerospace corporation and was accompanied by the required check for \$250, it was decided to admit no impediment to the entrance of Douglas, Long Beach to this status.

Corporate Membership in the Society is available to corporate entities operating within the aircraft flight test industry. The Corporate Membership year starts with receipt of dues. These are \$250 yearly and are payable in advance. Advantages of Corporate Membership, aside from the satisfaction of supporting an effort benefitting the flight test field, include: Registration of up to 10 persons at the annual symposium, each at the member registration rate, purchase of symposium papers at the member rate, 10 copies of the monthly Newsletter including free publication of your company's aviation news, advertising, and listing of flight test oriented job openings, plus use of the Society seal with the words Corporate Member below it on stationery and in advertising and promotional material. Each Corporate Member receives a walnut plaque suitable for display, that bears the Society seal and attests to election to the grade of Corporate Member.

### EXPERIENCED FLIGHT TEST ENGINEERS AVAILABLE

from the Lockheed-Palmdale L-1011 facility. Includes operations engineers, powerplant and mechanical systems specialists, electronic systems specialists, and instrumentation and data systems engineers. Many of these engineers live in the Palmdale/Lancaster area.

Call Dick Sears, (805) 272-2106

# President's Column

As we enter this holiday season, the Board of Directors would like to extend a very Merry Christmas and the Happiest of New Years to each and every one of you. The past year has been a good one for the SFTE and I would like to personally resolve to do my utmost to make 1974 an even better year.

Membership renewals have reached slightly over 50 percent as of December 4. I'm sure some of you have intended to renew but have let it slip by the wayside. Don't wait until you are dropped from the mailing list. Since the Constitution allows only 60 days delinquency, this will be the last Newsletter you will receive unless you renew before January 1, 1974. Renewals by chapter are as follows:

|                 |    |
|-----------------|----|
| At Large        | 71 |
| Antelope Valley | 62 |
| Long Island     | 55 |
| North Texas     | 50 |
| Patuxent River  | 51 |
| Los Angeles     | 54 |
| Seattle         | 73 |
| St. Louis       | 60 |

I regret that this is the first month since taking office that I cannot introduce a new individual member to you. I guess we will have to work harder. We have been able to welcome back several members that have taken advantage of our offer to renew without penalty.

I have mailed out letters soliciting Corporate Memberships from aerospace oriented companies. You can help the Society by talking up these memberships with the appropriate personnel in your organization. Encouragingly, we have already had a positive response from McDonnell Douglas' Long Beach company, Douglas Aircraft. I hope that this addition to our group will encourage more corporate and individual memberships. Welcome to you, Douglas Aircraft! I heartily endorse your enthusiasm and join you in saying that we too "are looking forward to working...in promoting professional development and communication among individual members of the flight test engineering community."

## Ted Bear, SFTE Historian

The society now has an historian, at last--Ted Bear, the official historian of the Air Force Flight Test Center, Edwards AFB, California. Ted has volunteered to keep our little archives in shape and to write a running account of the society's activities, which will of course start of our founding back in 1968.

He has been a civil servant for 17 years, working as historian, press officer, and a interpreter of French and Arabic. Ted has, in fact, spent 20 of his 47 years abroad--starting as a student at the Sorbonne in Paris, spending eight years in North Africa where he studied mountain and desert tribes (at one time owning his own tent and three camels), and, after France and London, serving two years as a war historian in Southeast Asia.

He and his wife, Adele, whom he met and married in Morocco and who is Edwards' Special Services Artists, live at 5,000 feet in the San Gabriel mountains south of the base.

# Chapter Addresses

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## ITEMS FOR SALE

The National Office has the following items for sale:

| ITEM                      | PRICE                         |
|---------------------------|-------------------------------|
| Lapel pin                 | \$4.00 or \$4.50 (with chain) |
| Decal (inside or outside) | \$ .50                        |
| Shoulder patch            | \$1.00                        |

## FLIGHT TEST NEWS

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# ANTELOPE VALLEY DINNER MEETING

The December dinner meeting for the A.V. Chapter was Mr. Marshall Milles of the U.S. Forest Service. Mr. Milles presented a slide briefing on the history of the Fire Management Division (FMD) of the Forest Service and how FMD is organized and coordinates the activities of the various supporting organizations during a forest fire.

The Forest Service does not possess any of its own fire fighting tankers, the actual fire suppression aircraft are privately owned and on contract to the Forest Service. These private companies are paid to have the aircraft available at disposal bases and are additionally reimbursed for their flying activities. The fire suppression aircraft ranging from WW II vintage to modern tankers, are directed by the FMD which overflies the fire and directs the drops.

The chemicals used are composed of organic fertilizer plus rust inhibitors, coloring and agents to keep the chemicals in suspension. The effect of the chemicals is to retard the advance of the fire enabling ground units to extinguish the

blaze. The retardants are dropped ahead of the fire, rather than on it which could cause spreading of the fire due to impact.

The fire suppression aircraft are dispersed at numerous airports normally less than 30 minutes flying time from high risk areas (potential forest fire areas). In the event of a major fire units are dispatched from all available sources including city, state, county, and federal agencies, including the military. The FMD is responsible for establishing these emergency operations and directing the efforts of all agencies. To better enable the FMD to direct the operation to the "hot spots" a Forest Service King Air equipped with infra-red sensors is used.

The Forest Service is developing new techniques and equipment to meet their needs. Research is presently being conducted on low light level TV. A recent forest fire in the Los Angeles area made history in that it was the first fire that used suppression aircraft at night. Helicopters were used by equipping the pilots with low light level amplification goggles.



A mid-wing monoplane of unique proportions, the X-3 is truly the "shape of things to come" in high speed flight. It has short, straight wings set well back on a slender fuselage and an extremely long, tapered nose. The all-over view from above closely resembles the shape of a stiletto.

This design was selected after an investigation of 60 configurations to determine the one most suitable for sustained flight at extremely high speeds. The X-3 is powered by two axial flow turbojet engines and carries a powerful refrigeration system designed to protect the pilot, instruments and other internal equipment from blistering temperatures encountered at top speeds.

The "Flying Stiletto" has made valuable contributions toward solution of problems in the fields of aerodynamic design, aerodynamic heating, new materials and construction. It was first flown at Edwards Air Force base on October 20, 1952. Military restrictions prohibit disclosure of performance data obtained during numerous subsequent flights.

## SPECIFICATIONS

|               |                |
|---------------|----------------|
| Dimensions:   | Span 22' 8"    |
|               | Length: 66' 9" |
|               | Height: 12' 6" |
| Power Plants: | (2) Turbo-Jets |

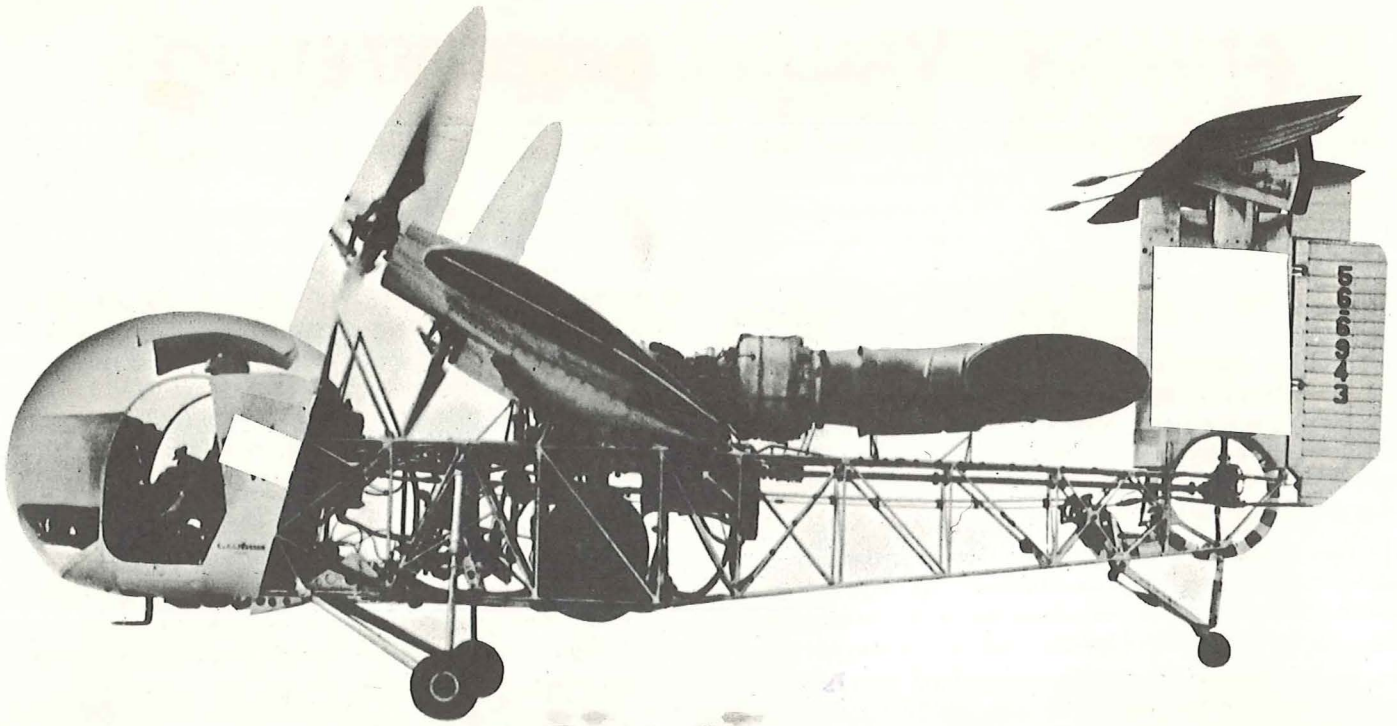
## RENEW NOW!

For those of you that have forgotten to renew for the 1974 membership year DO IT NOW. Per the Constitution, any member not renewing before January 1, 1974 will be dropped from the rolls.

## MEMBERS IN THE NEWS

Congratulations are in order for two Antelope Valley members on their promotion to Major. Congratulations Dick Olson and Jim Eggers.

Bill Cutter from Grumman will be going to Munich, Germany, for a few months to work on the MRCA flight test program. This looks like a good chance for Bill to lay the groundwork for our first European chapter. Good luck Bill!



*Can you name this Mystery Plane?*

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Season's  
Greetings

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