

Flight Test NEWS

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St. Louis Chapter March Meeting AAA Accident Investigation

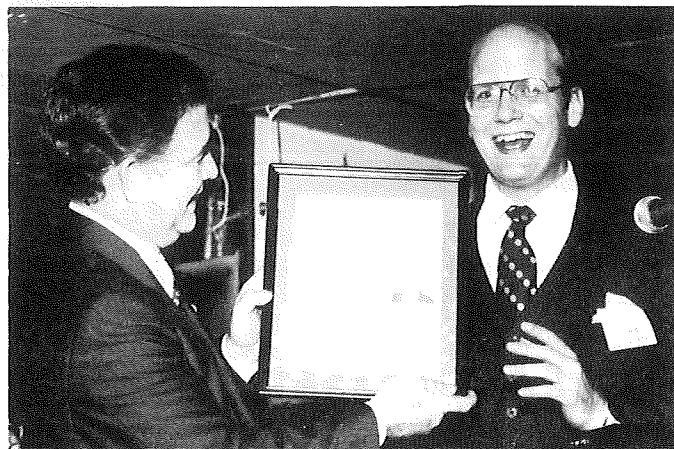
by Joan Carnes

The March Technical/dinner meeting for the St. Louis Chapter of the SFTE mixed business, entertainment, exotic food and wound up with a thoroughly refreshing break from the normal. Jointly sponsored by the SFTE, the American Institute of Aeronautics and Astronautics (AIAA), and the Institute of Environmental Sciences (IES), the evening's fare included cocktails and a bedouin feast at Ali Babba's Restaurant, a lecture by John Colomy of the FAA on accident investigation and a grand finale featuring Simone, a well-proportioned and talented belly dancer.

The restaurant which was closed to the public for the occasion, served braised whole lamb, Mediterranean style, carving it from a huge platter in the center of the dining room. Accompanied by squash, rice, raisins and nuts, the meal alone was memorable. But that was only the beginning.

Colomy gave an interesting lecture detailing the procedures and problems involved in solving the riddles faced by the FAA as a result of accidents concerning light aircraft. He pointed out that the conclusions are rarely obvious and cited a specific example. The airplane, originally faulted, wound up to be the innocent victim of an intoxicated and unlicensed pilot. It was landed ineptly in the fork of a tree, surprisingly with no one hurt.

After the lecture, Bob Roths, Chapter 8 president, thanked Colomy by presenting him with a framed copy of the meeting's announcement. The lights then dimmed, the music began and Simone danced out of the darkness and into the imaginations of men in the audience.



Chapter President, Bob Roths (left) presents a framed copy of the meeting announcement to guest speaker, John Colomy

Photo by Joan V. Carnes



With the approval of Boss Gene Zehr, Paul Wegman gets wrapped up in his entertainment.

Photo by Joan V. Carnes

North Texas Chapter March Meeting

by Parks Mahaney

The North Texas Chapter of the SFTE met Wednesday night, 31 March, to hear Commander David Young speak on the Coast Guard Aviation Mission and to give an update report on the HH-65A (SRR) project currently in progress at the Aerospatiale facility in Grand Prairie, Texas. Commander Young is a 1963 graduate of the U.S. Coast Guard Academy, a previous search and rescue pilot, and currently the Commanding Officer of the Aircraft Program Office at the Aerospatiale plant.

The meeting was held at Mr. Catfish in Arlington, Texas, and featured "all-you-can-eat" catfish fillets. From the relative safety of the speakers' table, the writer, entrenched behind a steak dinner, was vividly reminded of the late John Belushi in the cafeteria line in "Animal House." At the conclusion of the meal the waitresses were exhausted and shaking their heads in disbelief, while the owner was sobbing in a corner. Certain individuals, unnamed, will be guilty of gross negligence if their gross weight/cg figures are not recalculated for their next flight.



SIMONE (What else needs to be said?) Photo by Joan V. Carnes

PRESIDENT'S COLUMN

Since the Thirteenth Annual Symposium is now just five months off, it is time to consider nominations for the Society's "Kelly" Johnson Outstanding Achievement Award. There are many engineers who have contributed greatly to our field, and the "Kelly" Johnson Award is an outstanding way to recognize them. Please give this some extra thought. A formal announcement requesting nominations is contained within the newsletter.

Gerald L. Jones, President

WELCOME NEW MEMBERS

Southeastern Chapter

David R. Cundy

Konstantine (Dean) Konstantinidis

Mark S. McGriff

St. Louis Chapter

Carl J. Campbell

Patuxent River Chapter

Lawrence R. Pratt

Frank C. Sakran, Jr.

Members At Large

Mark R. Hussey

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Robert D. Evans	Treasurer
J. Roy Combley, Ronald Hart	Directors
Floyd Dominick, Jan Howell	Directors
Dianne Van Norman	Executive Director
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North Texas Chapter P.O. Box 3356 Arlington, Texas 76010	Wright Chapter P.O. Box 487 Fairborn, Ohio 45324

Patuxent River Chapter

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EDITOR'S COLUMN

The Grumman Plane News, February 26, 1982 edition ran a short synopsis of the X-series of experimental aircraft. The latest aircraft to join this group is the X-29A, Grumman's forward swept wing concept demonstrator. Many of our members have been or will be involved in the flight test programs of these interesting vehicles. We have taken the liberty of rerunning the article in this newsletter; however, because of the lack of space, we have left out the illustrations that accompanied the article. With a little help, we will try and publish pictures in the future.

The North Texas Chapter not wanting to identify any of their "Willy" the Whales, didn't send in a photo to accompany their March meeting news release.

BOARD OF DIRECTORS MEETING

30 March 1982

Attendees:

Jerry Jones, President
Bill Fish, Vice President
Bob Evans, Treasurer
Jan Howell, Director
Floyd Dominick, Director
Ron Hart, Director
Roy Combley, Director (via telecon from Seattle)
Dianne Van Norman, Executive Director

The meeting was called to order at 7:40 P.M. by President Jones. Minutes of previous meeting were read and approved.

Membership Report: We now have a paid membership of 665 as of above date. Ninety-seven members have not renewed. D. Van Norman stated that this nonrenewal rate is typical of past experience. Ron Hart has sent a letter to each of the chapters stating which of their members has not renewed.

Financial Report. Bob Evans reported that during February the Society received \$4222 and spent \$1885. This compares with last Feb. (1981) when receipts were \$2800 and Expenditures \$3200.

Jan Howell, Nominations Chairman, reported that no slates of officers have been received from any of the chapters. (note since the meeting a slate of officers from the Southeastern Chapter and Antelope Valley Chapter have been received)

Membership Roster. The estimated cost of printing a Membership Roster of \$65.00 was received. A motion was made and passed unanimously that we proceed to print the roster based on this cost.

A motion was made and passed unanimously that the Society distribute two copies of the symposium proceedings to each corporate member.

The next BOD meeting was scheduled for Thursday, 29 April 1982, 7:30 p.m.

The meeting was adjourned at 9:20 p.m.

Respectfully,
William Fish, Vice President

MEMBERSHIP REPORT

Antelope Valley Chapter	147
Long Island Chapter	52
Los Angeles Chapter	27
North Texas Chapter	55
Patuxent River Chapter	50
Seattle Chapter	92
Southeastern Chapter	31
St. Louis Chapter	85
Wright Chapter	23
At Large	110
Total	672
Corporate Members	20

SFTE Corporate Member Plaque Presented To British Aerospace

Mr. Gerald L. Jones
President Society of Flight Test Engineers

Dear Mr. Jones,

Following your letter of the 12th February to the Assistant Divisional Secretary, it has been my pleasure to receive from Mr. Brian Trubshaw on behalf of the Society of Flight Test Engineers the Plaque confirming the enrollment of British Aerospace as a Corporate member of the Society.

I enclose a photograph of that presentation which was made in the presence of Mr. Paul Millett the Executive Director, Flight Operations, Warton Division who is on the right of the picture.

I hope that our association will lead to the promised mutual benefit.

Yours sincerely for British Aerospace-Aircraft Group
M. L. Henney, Chief Flight Test Engineer



X Marks New Frontiers

X-29A, Grumman's high performance, supersonic, forward swept wing concept demonstrator is the latest addition to the "X" series of experimental aircraft.

X-1: Originally designated XS (for Sonic)-1. Rocket-powered aircraft. Flown to Mach 1.06 on Oct. 14, 1947--first supersonic manned flight. Three built by Bell Aircraft Corp. A, B, C, D and E versions.

The shock waves violently shook the X-1 at Mach .98. Pilot Chuck Yeager's teeth were chattering. He fought to control the ship. Then, the 24 year old test pilot fired up the plane's fourth rocket engine and blew right by the sound barrier. The jolting stopped.

X-2: Rocket-powered, swept wing aircraft. Set 2,094 mph and 126,200 feet records in 1956. Two built. Bell.

X-3: "Stiletto," to explore problems of sustained high-speed (Mach 3) flight. No recorded above Mach 1 flights. One built. Douglas Aircraft.

X-4: "Bantam"--small, twin-jet. Basically a wing, short fuselage and vertical stabilizer, based on German Messerschmitt Me-163. Two built. Northrup Aircraft.

X-5: First successful variable sweep wing plane. Sweeping mechanism successfully tested July 27, 1951, plane's fifth flight. Design resembled Messerschmitt P-1101. Two built. Bell.

X-6: Nuclear propulsion aircraft concept. None built. However, one B-36H modified for program to carry reactor to test radiation factor.

X-7: Supersonic ramjet engine test-bed. Air-breathing record Mach 4.31. Lockheed Missiles and Space Company built 61 in X-7A-1, -2, -3 versions.

X-8: Upper-atmosphere, rocket-powered research vehicle to succeed captured V-2s. 1951 carried two mice and a monkey 75 miles into space, first time living creatures recovered from space. Aerojet-General.

X-9: "Shrike" missile built to research stand-off weapon concept. Bell.

X-10: Supersonic cruise missile prototype for ICBM research. First unmanned vehicle with autonavigation system. North American Aviation.

X-11: Rocket, similar to V-2, for ICBM research. Today's gimbaled rocket engine designs developed from this program. Convair.

X-12: Jet version of X-11. None known built. Convair.

X-13: Full-scale vertical takeoff and landing jet (VTOL) aircraft. First hovering flight May 28, 1956. Two built. Ryan Aeronautical.

X-14: First aircraft to fly using jet thrust diverter system for vertical lift. One built. Bell.

X-15: Manned, rocket-powered vehicle for high-speed, high-altitude tests. Altitude record: 354,200 feet, Aug. 22, 1963; speed record: 4,534 mph. Oct. 3, 1967. Three built. North American Aviation.

X-16: High altitude, twin-jet reconnaissance plane for Air Force and CIA. One prototype and 22 production craft on order when A.F. and CIA cancelled and opted for U-2. None built. Bell.

X-17: Three-stage, solid propellant research rocket to test re-entry nose cone designs for nuclear missiles. At least 26 built. Lockheed.

The launching of a monkey and two mice into near space on an X-8 and their safe recovery thrilled many people. But not everyone. The British Royal Society of the Prevention of Cruelty to Animals wasn't happy with the program at all.

X-18: Tilt-wing, twin turboprop VTOL concept for cargo planes. One jet engine for pitch control. One built. Hiller Aircraft Corp.

X-19: VTOL craft. Two turboshaft engines driving four propellers in tilting, wingtip nacelles. Unique propellers provided vertical lift even in horizontal positions. Originally Curtiss-Wright Model 200. Two built.

Aydin Vector Division Joins SFTE As Eighteenth Corporate Member

One of the seven major divisions of the Aydin Corporation, Aydin Vector designs, manufactures and markets telemetry systems and components: signal conditioners, encoders, transmitters, receivers, decommutators, and test equipment. In business since the mid-50's, Vector's support of program-level flight test instrumentation is a matter of record. Most recently, Aydin Vector celebrated the third successful flight of the Columbia not only as a triumph of American aerospace engineering but also as another flawless performance by the 17 Vector systems on board. New market realities of the '80's have motivated Vector to position itself so as to address the world telemetry community, particularly in regard to possible applications for the latest products of Vector's ongoing R&D, namely: the RLS-2000 digitally-tunable AM/FM telemetry receiver and the 900 Series of PCM data encoders. These computer-addressable components are expected to find wide-scale use in computer-controlled test systems and ground installations.



Twin Jet Boeing 767 undergoing takeoff and landing tests at Edwards Air Force Base, California

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