

FLIGHT TEST NEWS



From the VP Corner [Panos Vitsas](#)

Within the last few weeks I had the chance to meet in person with two past Presidents and active members of the SFTE, Peter Scheidler and James Sergeant.



Over drinks, we had some interesting discussions on the present state and the future of the Society, which I considered sharing with the rest of the Membership. Since 1968, when the Society was formed, a lot of things have changed in the aerospace industry, but most notably in the ways professionals exchange information and network. Those changes have brought up a number of challenges to the majority of the aerospace related professional societies, the latter which seemed to experience a drop in their membership numbers and a decrease in activities.

The SFTE, while currently performing satisfactorily in terms of numbers and activities, is not an exception to the above trend. Sitting back and accepting the fate passively was never a trait of a Flight Test Engineer, and once again we need to look forward, anticipate and find ways to adapt to the changing professional environment. Fortunately, due to its core subject, SFTE possesses the flexibility to assure a certain and potentially bright future.

Considering that the Society's main goal is providing valuable services to its members, our first step forward should be to identify the real needs of the members and then take the necessary actions to accommodate those needs as best as possible. The Board of Directors is always willing to expand our envelope and work towards the benefit of the membership. However, we should not only limit ourselves to questioning what the Society can do for ourselves. We need to extend our thoughts a bit further and ask ourselves what can each of us do for the Society and for our fellow members.

With these words, I would like to warmly invite any SFTE member to submit his/her thoughts and recommendations on how the Society can serve us better and, if possible, how he/she would be willing to contribute to this.

Sincerely
Panos Vitsas, Vice President, SFTE
vicepresident@sfte.org



James spoke at ITPS graduation in December 2016.

Kelly Johnson's PowerPoint Tips

The following image appeared on twitter on Friday, March 24th, courtesy of [Flight Global's Stephen Trimble](#), an internal memo from Kelly Johnson giving advice for preparation of briefing slides. The content of the photograph appears below.

To: All Concerned
Subject: "Idiot" Charts and Related Subjects

In the last few days, I have seen several reports prepared in ADP which reflect a method of preparation of data which I insist shall not take place in the Skunk Works. Some of our newer members are drawing up "Idiot" charts of a type which I would never use for any presentation nor allow in our reports.

An "Idiot" chart is one of the following:

- One that states by written sentence a subject which is perfectly clear to the audience and which should be to the presenter. It is generally designed to allow the presenter to spend 4 or 5 minutes on things having nothing to do with the chart.
- A systems diagram which looks very much like all other systems diagrams, in that it consists of square boxes starting with an input from some source and ending up with an output. A great deal of time can be wasted with such artwork and very seldom does it make any point with anybody reading the report.

There is also an increasing indication that our new proposal reports are far too lengthy and detailed. I even saw one which contained those forbidden phrases "value engineering" and "PERT - Cost." For the benefit of those new to us, I expect all engineering done in our projects to have value. I expect the maximum effort to be made in the first place to make a thing producible and we will have nothing to do with PERT - Cost studies in any operation with which I am connected.

P&W have a good substitute for PERT. They call it the Critical Route Analysis Program. Draw your own conclusions.

We will continue to make charts in the old-fashioned manner, which means that they will be few in number and present things in a clear, sharp manner and, if we can't do this, we won't make a chart, for we obviously don't understand the subject ourselves.

CLJ:jvmp
Clarence L. Johnson
Vice President
Advanced Development Projects

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Subject: "Idiot" Charts and Related Subjects

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Clarence L. Johnson
Vice President
Advanced Development Projects.

Editor's note: This kind of often amusing and usually helpful news is streamed and aggregated on our facebook page and on twitter through member accounts like @FlightTestFact. New posts to the SFTE Forum are also syndicated through this twitter feed. The best way to stay up to date with news in real-time is through one of these social media or on our website, where member news is posted regularly.

Contact Flight Test News

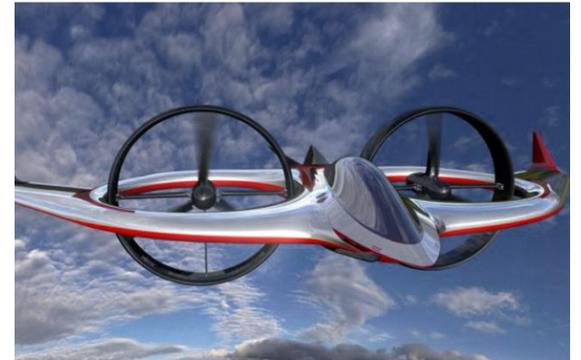
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<http://www.facebook.com/FlightTestEng>
<https://www.youtube.com/>
<http://www.linkedin.com/groups/1164057/profile>

Mystery Aircraft

Several members correctly identified last month's mystery aircraft as the [1913 Benoist XIV](#), a small American biplane built as a proof of concept to support the first heavier-than-air airline service in the world. Try your luck on this month's mystery aircraft? Post your guess at [SFTE Facebook's](#) page.



This Mystery Aircraft photograph appears courtesy of member [Borja Martos](#), of In-Flight Simulation near Embry-Riddle Aeronautical University in Daytona Beach, Florida. They provide training and test platforms for Flight Test Engineering.

Registration for Safety Workshop

Registration is open for the Flight Test Safety Workshop: <http://flighttestsafety.org/workshops>.

The Flight Test Safety Committee (FTSC) will hold the North American Flight Test Safety Workshop from 2-4 May 2017 in McLean, VA. The purpose of the Safety Workshop is to provide an open forum where flight test safety issues can be presented, discussed and probed with other members and disciplines of the flight test community. LCDR Colin Chance, USN, is coordinating the event. Workshop attendees are eligible to receive Continuing Education Credits through Embry-Riddle University. A certificate will be provided if requested.

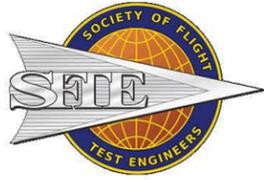
The theme of the workshop is "I/We learned a lot about flight test from..." Everyone involved in flight test (and aviation for that matter) has had at least one incident or story that has molded and changed the way they operate. Whether it was a ground incident, flight mishap, or simply a time when a tester "scared" himself, these events left such an impression on the individual, organization, manufacturer, or industry that it forever changed the way they approach flight test. In some cases, these lessons learned were adopted by the entire flight test community. In other cases it was only the individual that adopted a new approach. Whatever the impact, these are important events and lessons learned in the storied history of flight test. It is time to revisit our past and share some of these stories to prevent mishaps in the future.

The workshop sponsors include the following: Gulfstream. Northrop Grumman, The Boeing Company (Audio Visual). And KBRwyle (dinner).



SFTE Board of Directors Secretary Calls for Scholarship Applications and Donations

Richard Starke



Society of Flight Test Engineers, Inc.

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 Email: sfte@sfte.org
 Website: <http://www.sfte.org>

April 5, 2017

Dear fellow SFTE member,

With the school year in full swing, it is now time for our sons, daughters, grandsons and granddaughters as well as student members to apply for the SFTE Scholarship for 2017. Scholarship [Information](#) and the [Application](#) are available on our Society website. Applications are due by August 21st, 2017 with the transcripts received either electronically or by mail by September 4th, 2017.

We, in the Society of Flight Test Engineers, wish to assist in keeping a fresh influx of well-trained college graduates coming to aerospace careers, particularly in the field of Flight Testing. An effective method to do this is to promote an annual award fund for scholastic achievement for sons and daughters of Society members and for Student SFTE members. In this way, we hope to support and encourage excellence in the undergraduate students that will become our next generation of engineers, scientists, thinkers, flight testers, and leaders.

SFTE members annually volunteer their time to set up the Scholarship program and review applications for awards. Corporate sponsors and a few members also provide award money for the Scholarships. While we appreciate the support, you provide to the Society, we are asking for your assistance in providing a portion of the award money we will distribute in 2017. Note that all money contributed is distributed amongst the successful applicants with absolutely no “overhead costs” whatsoever. Since 1984, SFTE has awarded 164 scholarships to students worldwide, with a total value of \$136,603. Last year, 2016, was a good year thanks to generous donations by corporate sponsors, individual members, and Society chapters as we awarded 5 scholarships totaling \$4,000. I am proud that the Society can, in some small way, help keep their dreams alive and fund the future of Flight Test.

As scholarship chairman, I respectfully request that if you could contribute to the SFTE Scholarship Fund for 2017. I sincerely hope you will consider supporting our efforts, with any contribution that you can make, as the tangible and intangible benefits of participating in this program can be significant. The 2017 Scholarships will be awarded at the annual SFTE Symposium in October of this year. Request your donation to the scholarship fund by July 30th, 2017. This year, please send your checks (made out to SFTE) to our headquarters address:

SFTE Foundation
 44814 Elm Avenue
 Lancaster, CA 93534 USA.

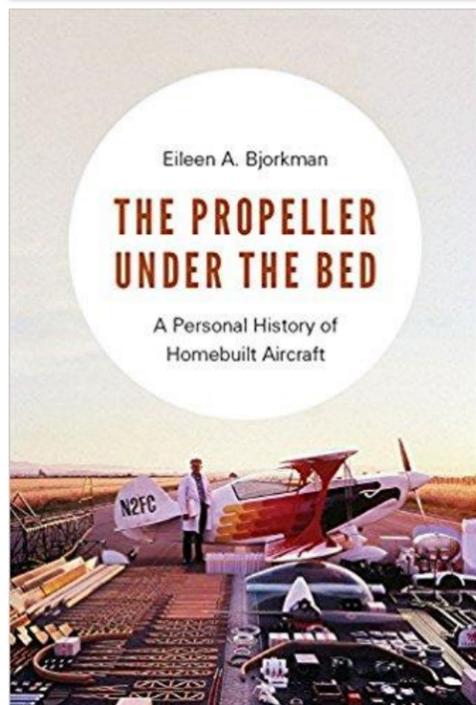
If you have any questions, please call me at (661) 236 3901 or our Executive Director at (661) 949 2095 or (661) 208 8429.

Sincerely,

Richard Starke
 SFTE International Secretary and Scholarship Chairman

Sketch a bell curve, lines of constant q , or calligraphy in this space.

Maybe the next great idea won't be recorded on the back of an envelope, but will be scribbled on the back of the FTN.



The Propeller under the Bed: A Personal History of Homebuilt Aircraft

Eileen Bjorkman

Congratulations to Eileen Bjorkman, former member of the SFTE Board of Directors (2014-2016). On March 16, 2017, the University of Washington Press published *The Propeller and the Bed: A Personal History of Homebuilt Aircraft*. One part autobiography, part history, and part biography of a world-record setting homebuilt aircraft—expect to see a complete review of this book in this space next month. I highly encourage every member to purchase a copy. Eileen is an accomplished author and has published in the Smithsonian’s Air and Space Magazine (<http://www.airspacemag.com/author/eileen-bjorkman/>) and numerous other periodicals, including Aviation History, Sport Aviation, the Everett Daily Herald, the Herald Business Journal, and a wide variety of technical journals (<http://oai.dtic.mil/oai/oai?verb=getRecord&metadataPrefix=html&identifier=ADA179229>). She has an Airline Transport Pilot rating and is a Certificated Flight Instructor with 2,000 hours of flying time. She was also a flight test engineer in the USAF, where she flew more than 700 hours in 25 different types of military aircraft, primarily the F-4, F-16, C-130, and C-141. When she's not writing, she can usually be found doing some sort of outside activity, especially anything involving an airplane! She is currently a [civil servant](#) at Wright-Patterson AFB. Watch the book trailer: <https://www.youtube.com/watch?v=fLBtyKMUC9c>, or find the book on Amazon: <https://www.amazon.com/Propeller-under-Bed-Personal-Homebuilt/dp/0295741449/> Share this valuable resource with others!

