

# Hangar Flyin'



February 2008

## **471 Members See Where the Falcon, Raptor & Lightning are Born**

*by Sam Evans*

A few weeks ago, Fred Novak, David Bradshaw & I were having lunch together talking mostly about aviation topics. I didn't realize it at the time, but Fred said something about him working for Lockheed-Martin and had been for the past seventeen years. David, in a half joking, half serious tone said to Fred: "Why don't you get us a tour of Lockheed?" Fred said, "Let me see what I can do." Well, I was starting to get a little excited, but I wasn't going to get my hopes up too high. Sure enough, about a week later, David & I get emails from Fred asking for information about ourselves....you know, security clearance stuff. The deal's on for January 12<sup>th</sup>.

We launch off at 8:00am in Dave's Micco and about fifty minutes later we were on the ramp at Texas Jet at Fort Worth Meacham. Fred met us, and we were off to the plant.

The plant is a sprawling place with lots of buildings. The main building is huge being, as Fred said, "one mile and one foot long". There, different areas are used to assemble the various components of the [F-16 Falcon](#), [F-22 Raptor](#) and the newer [F-35 Joint Strike Fighter](#) (JSF) known as the Lightning II. Walking through the different areas isn't like walking down the assembly line at General Motors though it is divided into areas for each of the three aircraft being built there. In one section, we would see the forward fuselage of an F-16. Then you might see some bulkheads being built-up for the aft end. There were huge autoclaves for production of the many composite components. There were some recognizable processes to the novice airplane builder. But, there were many very high-tech things going-on that weren't familiar at all. Fred is the manager over environmental services at the plant. So, his job allows him to pretty-much go anywhere in the facility. We got to "peek" into the building that houses the paint booths for applying the coating that helps give the aircraft their anti-radar 'stealth' ability. Fred said that the coating is a closely-guarded secret and that even the waste material is highly controlled through the disposal process. The plant does the final assembly for the F-16 and the F-35. The final assembly for the F-22 is done at the Georgia plant. We made it to the final assembly building for the F-16. Sure enough, all the parts come together here and end up being a brand new fighting Falcon. There were even F-16 models headed to Israel and to the United Arab Emirates...as odd as that may seem. The grand finale began with a lengthy ride down to a far hangar on the flight line. We got out of the car and put on our "FOD packs". We walked over to a side door of the hangar and looked in to see a fully operational F-35. I think Fred said it was the second one to be built. We couldn't go inside the hangar, but we were about 30 feet from the plane. It was hooked up to a bunch of cables and there were a few guys working around it; one of which wanted to check our badges. It was very fascinating just to be standing there looking at the most advanced fighter aircraft in the world. What a privilege! The aircraft has some unique lines and probably looks much better when it's flying. Its [capabilities](#) are above anything that currently exists in the world today. And one last point of interest...Fred took us out to their 'bone yard'. Lot's of interesting things to see out there. Did you ever see an [A-12 Avenger](#)? Thank you, Fred, for making this rare opportunity happen. Walking through the plant you can't help but think about all the history in its walls. It wasn't hard to imagine the rows of B-24s once being readied for a war, and the sense of urgency that every one of the workers probably had. And now, to see the technology that we have is sometimes just overwhelming. I thank God I live in the good ol' USA!

## **President's Message**

*by Hobby Stevens*

It's cold outside and I'm sitting here thinking about places to fly rather than working. One Chapter activity that we have done in the past that merits continuing is Chapter organized fly outs. These fly outs usually involve a group of Chapter members flying (and some driving) to someplace fun for the weekend. In past years we have gone to locations such as Carlsbad Caverns, Fredericksburg, Lajitas (Big Bend) and of course, Oshkosh. In choosing where to go, I feel that we need to be sensitive to the types of airplanes that our Chapter members fly, both in speed and range. We will attempt to have some fly outs closer to Abilene (like going back to Fredericksburg) and maybe one fly out farther away (like New Orleans, Branson, or ???) So if you have any suggestions as to a potential fly out location, let me know and I will discuss it with the Board members. Remember that wherever we go that we will need appropriate lodging and transportation for the Chapter members and passengers. Let's try to go a few more places as a Chapter this year.

# PERSON OF THE YEAR

Carrying the Ball for a Big Team

*Aviation Week & Space Technology 01/07/2008*

*Frank Moring, Jr.*

It isn't often in this age of large organizations, work packages and shared responsibility that a lone individual gets a chance to step in and save the day, relying on courage and skill to rescue a situation that is going badly awry. Scott Parazynski is just that rare kind of hero.

On Nov. 3, 2007, the veteran NASA astronaut used every bit of his 6-ft. 2-in. frame and his long arms to reach a torn solar array that had stalled assembly of the International Space Station.

Riding a jury-rigged crane at the end of the station's robotic arm, the former emergency-room physician used makeshift sutures to stitch the damaged array back together. Thanks to his handiwork, the array could be unfurled to its full extent—able to handle expected structural loads and generate its full power output.

Parazynski probably would be the first to point out that he didn't act alone. A second astronaut—Doug Wheelock—was in a spacesuit spotting for him at the base of the solar array. Two more—Dan Tani and Stephanie Wilson—were deftly handling the robotic controls to get him in position. And a standing army of engineers and astronauts on the ground had worked day and night to design and test the repair techniques he used in space. But he was “the pointy end of the spear.”

Parazynski got the call, and he delivered. Sometimes spacewalks are so well-rehearsed that the brave men and women who carry them out make it look easy. That wasn't the case here. When the array tore during its redeployment, it was too late for rehearsal in the big water tank at Johnson Space Center. And the job was so difficult that even the television images from space showed how hard Parazynski had to work to accomplish it.

His long reach notwithstanding, Parazynski still had to employ his tools to pull the array damage into range. Those tools—and the metal rings on his spacesuit—were wrapped with insulating tape, because there is no way to turn off a space station array once it is open, and there was no way to tell whether hot circuitry had been exposed when it tore.

To get to his work site, Parazynski had to ride the station arm, and a 50-ft. extension borrowed from the shuttle Discovery, farther from the station airlock than previous spacewalkers had ventured. Had his suit been damaged—a distinct possibility given the instability of his perch and the potential for sharp edges at the damage site—it wasn't certain that Tani and Wilson would have been able to pull him to safety quickly enough. “What an accomplishment,” Parazynski said as he watched the array unfurl to its full length at the end of the spacewalk. He was speaking for the whole team, but the fact remains that he alone carried the ball.

## The Young Eagles Flight Review



*By Tim L. Walker*

Mark Reed has asked me to head up the Young Eagles program for our chapter. Actually he put all of the YE gear and computer in my hanger and said, “congratulations for flying the most kids last year.”

This year will be busier than 2007 with at least the addition of the Women in Aviation Day on March 8<sup>th</sup> at SWW. Please check you calendars and let me know if you can fly that day. I'll have more details regarding fuel, location on the field and food in the next edition of Hanger Flyin'.

Pilots, think back on our first ride and the lifetime of memories it still brings. We have a responsibility to share our gift and profession with a kid that might be the one to straighten out the entire aviation industry. It could happen!

*Tim's answer of the month... “Always trust your instruments*

### TODAY'S AVIATION HISTORY LESSON:

*by Sam Evans*

As I was writing the article about our recent tour of Lockheed-Martin, I came across a wealth of aviation history. I've had a personal interest in the facility for some while, as my late brother Jerry, worked there several years during the F-111 build. Anyway, here's a basic run-down: The current Lockheed-Martin site was originally selected in 1941 to build the Consolidated Vultee B-24 Liberator bombers. Consolidated Aircraft and Vultee Aircraft merged in 1943 to become known as Convair. The B-36 Peacemaker was built from 1946 to 1952. In 1953, Convair was acquired by General Dynamics becoming the Convair Division of GD. Other well-known aircraft built at the Fort Worth plant were the B-58 Hustler and the F-111. In 1993, GD sold the facility and its F-16 assets to Lockheed. Lockheed merged with Martin in 1994 to become, well, Lockheed-Martin. There's a lot more history about this place than I have time to write about.

# The Good, the Bad, and the New Year!

By Paul Fredrich

I was just lounging around this past New Years day when my cell phone rang. I picked it up and didn't recognize the number so debated whether or not to answer it. Could be a long lost friend calling to wish me a Happy New Year. Okay, I will answer it. "Hello", I said. "Hi, is this Papa Fox?" asked the caller. "Yes" I said. "Well I got your name from Abilene Aero just now and I wanted to know if you take people up in your airplane for rides or trips around the city." Lovely, I thought. On New Years day some guy wants to take an airplane ride. "Well, yes I do, what do you need?" I asked. He proceeded, "Well, I just had my truck, boat, and trailer stolen about an hour ago and I got about 10 people out lookin' fer it. I reported it to the cops and I was wantin' to maybe go up in the air, you know, to get a birds eye view of the area and see if we could locate it. The boat is worth about \$40,000.00 dollars plus the truck and trailer. It should be easy to spot cuz' the truck is red and has oversize wheels and tires on it and the boat is large and the trailer is a lime green. It was spotted about an hour ago up by Ambler by a guy who said it ran a stop sign and almost hit him. Some Mexican was driving it and he stole it from us at the Allsup's. He and another guy in a Ford Explorer pulled in and the passenger got out and jumped in the truck and drove off. Can you help me out here?" he asked. I asked him when he wanted to meet and he said in about a half an hour and I said okay. Nothing else to do except lay around, may as well go flying. So off to the airport I go thinking that this is going be a waste of time for this poor guy, but he wants his stuff back, man. So he brings his buddy along and he gets in the back behind me and the other guy gets in the right seat. I asked them where they would like to start looking and he said "Let's start up north by Ambler Rd. and go out to the west and maybe work our way up north towards Anson." So we circle a few times and then head north looking on the open terrain out there. We go over Anson and grid it some and he says to the guy in back, "Do ya' think we should go over by Lake Fort Phantom?" The guy in the back says "Yeah, but let's go down to Hawley first." Okay. So we're lookin' and lookin' and the guy in the back says, "I've never seen so many red trucks before." We started gridding the east side of Hawley off 277 when the guy in the back says, "Hey, there's a red truck down there.....and *there's the boat!* They got it disconnected from the truck and they're stripping the truck right now!" Whoaaaa! You gotta' be kidding me!!" I said. Man, you have great eyes! Now do this. Call 911 and tell them where we are and give the dispatcher your cell number so the Sherriff can call you back and we'll guide him in." So he does just that and we keep circling waiting for the law when we see another truck pull in the driveway. The Jones county Sherriff calls and we tell him what's happening and he starts that way when another truck pulls in the driveway. We keep him apprised as to the activity down there and he tells the guy in the back that he sees us, and we look down south on 277 and here he comes with about 6 DPS troopers in trail. The guy in back tells them to turn right on the road on the north end and go east to the next dirt road and it's the 6th property on the left. The Sherriff does as instructed with the DPS right behind him. They pulled into the back of that house and got out with their guns drawn, all we could see were hands in the air and I'm sure, total shock on the faces of those bad boys. All in all, six males and one female arrested and I can only imagine the warrants that had to be learned about. The perps never knew we were up there. They must have been too busy with their crime business to notice. So, chalk one up for the good guys. What a way to start the New Year! Good for us, bad for them.

Happy New Year everyone!

## 2008 Officers

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Director - Tim McMurray  
Director - Steve West  
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**Chapter dues and hangar rents for 2008 are now due**

**Dues are 30.00 T hangar & Hangar 3 rent is 695.00. Please remit to:**

**EAA 471 PO Box 2585 Abilene, TX 79604**

## Monthly Breakfast

**The regular monthly breakfast will be held at the Golden Corral Restaurant until at least April. So come on down to the Golden Corral on February 9th at 9AM.**

## Calendar of Events

February 9	EAA Chapter 471 Breakfast Golden Corral 9AM
February 23	Fly-in Breakfast 9AM Granbury Municipal Airport
March 8	Women in Aviation day/Young Eagle Rally. Sweetwater
March 15	San Angelo Airshow Featuring USAF Thunderbirds
April 8-13	Sun n Fun Lakeland Fl

July 28-Aug 3 Oskosh

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