

Hangar Flyin'



Fellow EAA 471 members: I apologize for getting this newsletter out late. You have all been quite gracious with me, I hope I won't take your patience for granted. Sincerely, Ben Mallon

Mark your Calendar National Young Eagle Flight June 13

Come join us in Abilene, Texas, on Saturday, June 13. Thanks for coordinating this, Gary. Come on out everyone, let's help some young citizens make some memories they'll never forget. In case you've forgotten, here's what some young people looked like during our Young Eagle flights in Sweetwater.



May Chapter Breakfast



Yummy! And great conversations, renewing old friendships, etc.

June Breakfast

Info from

Charlotte Rhodes

June 13th breakfast will be light and early due to International Young Eagles Day. We will eat around 8:00am so the pilots can brief before they start flying kids at 9:00. You are welcome to come out and join in with whatever we have to eat and with the Young Eagles.

Chapter 471 Hangar Improvement



Many Thanks to

Jim Snelgrove

For coordinating, bidding, and overseeing the project

Dogfighting in a Bomber: B-17G vs. Miles Master



I am proud to say that my dad flew B-17s in combat in WWII. (*And I'm really glad he survived 30 combat missions, otherwise you guys would have a different newsletter editor.*)

Dad flew mostly as co-pilot in B-17Gs, with the 401st Bomb Group, 615th Bomb Squadron, out of Deenethorpe, England, from October 1943 to May 1944. The following story is retold as best I can remember.

Shortly after dad arrived in England he flew what were called orientation flights. He and a few fellow crew members flew around the area of Deenethorpe, familiarizing themselves with landmarks and terrain. These flights were at very light weight, since they carried no bombs, guns or ammo; had a very small fuel load, and a short crew.

One day while returning from one of these flights, as they descended on final approach, a Miles

Master (the British advanced trainer) buzzed them. As the Master pulled out of its dive in front of them, dad's pilot said "Watch this." He clobbered the throttles, retracted the gear and flaps, and proceeded to chase that Miles Master all over the field. Although the Master could roll into a bank faster than the B-17, once in the turn, the bomber easily turned tighter than the smaller plane, due to its lower span loading and higher power-to-weight ratio. At that altitude and weight, the Boeing was faster and could climb better; after all, it was designed to operate at almost twice its present weight, at over 25,000 feet.

After about three minutes of being chased, the British pilot climbed to about 1,500 feet and rolled over into a split-S. Dad's pilot looked over at him and said "We're not gonna do that."

An Old Cub

by

Jared Calvert

Editor's note: Jared sent me this in January, sorry for the delay in publishing. Great work Jared!

The Ranger Airfield is now home to a unique piece of history. I acquired a '46 J-3 Sunday afternoon. The Piper hasn't flown in 59 years.



Charles Moseley with Piper Cub in field East of farmhouse in Santa Anna



Piper Cub in front of hanger in Santa Anna

The Cub was purchased by Charles Moseley of Coleman County in late '46. The plane, assembled in Lock Haven, PA, took a 30 minute test flight and was then flown to Fort Worth in Oct '46. The trip to FW took 14.5 hours. For three years Moseley and his daughter Charlotte flew the aircraft 182 hours, bringing the total airframe time to 197 hours. After selling one of two farm operations separated by a county in 1950, the plane was pushed into the hangar on their farm after a flight on July 1. It would wait there not to see daylight again until Jan 18, 2009. A 25 ft. Mesquite tree blocked the hangar doors.

The airplane is in remarkable condition. Minimal rust and a considerable amount of cotton fabric remain on the airframe. The family had done a fabulous job keeping up with and taking care of the paperwork. Though they are short, I have all of the aircraft logs and documents from the CAA. The amazing part of what this airplane has to offer is that it has never been recovered. The details I'm finding and will duplicate should provide this airplane with the opportunity to be the lowest time, most original Cub flying. All six instruments, seat materials and belts, smooth tires with "Cub" logos, and even the canvas baggage compartment were in place.

Although the plane was completely assembled when I put my hands on it Sunday, I've done a good job of making it a basket case quick. I want it flying as soon as possible and plan to use the plane through my nonprofit to give rides to kids

at Ranger and flying events throughout Texas. What better way is there to expose a young mind to aviation than through the open door of a Cub?



Note from editor: Jared- WOW, what a find! But like the old joke goes, "Looks like you bought yourself a whole lot of work."

Is there anyone in Chapter 471 that can help Jared? Even a phone call or visit for a little encouragement can go a long way. Thanks!

And finally, here's some random photos from last month's Big Country Fly In





Caption Contest



Think up a caption and send it to Ben at benmallon1@suddenlink.net for a chance at winning a quart of AeroShell 15W50 aviation oil. Plus, you get your name in next month's issue, whether a winner or a runner-up.

Please Continue Sending Your Stuff

My thanks to everyone for submitting stuff for the newsletter. Please continue to send articles, stories, photos, etc. I need your ideas as well. THANK YOU. Please send to my email address: benmallon1@suddenlink.net