



NEWSLETTER

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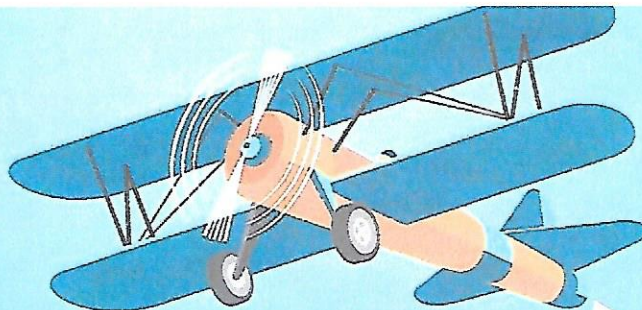
Hendricks County
Aviation Association

August 2019 Issue

LUNCH *at the* AIRPORT

Saturday, August 17, 2019

10am-4pm



Lunch Served
11:00 a.m. – 2:00 p.m

August 13 Board Meeting Notes.

Attending the board meeting were the following: Don Hughes, Vern Sullenger, Amy Hills, Dallas and Phyllis Harding, Norm Patrum, Jim Snyder, John Rothrock, Mike Hoover, Todd Durham, Reed Blair and Wilma Winings.

The July minutes were approved. Vern reported \$4,035.90 in the bank with cash from the store profits yet to be deposited and added to the balance.

Vern reported that Phyllis Palmer is now the County Commissioner who wishes to be kept abreast of our activities and he will see that she gets our website address and is put on our email list to be advised of newsletter availability, etc.

John said the 94 octane Swift fuel was approved but not yet available at 2R2. Regarding the new building, construction may be begun in the Fall. Also, it is possible another row of hangars may be built west of the current ones.

Updates on our Lunch at the Airport plans: John said two grill cooks will be working the first
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shift but two more are needed. Wilma reported we still need two servers for sandwiches and potato salad for the second shift.

Amy advised the Purdue plane will not be flown in but there will be representatives attending. Jim said the Vincennes school will be bringing a plane. Wilma indicated the Sheriff's office will be attending and bringing a table for their display. Vern said the Symphony will not be here.

We will obtain 60 pounds of burgers and 40 pounds of brats along with hot dogs. Don will order the meat and Norm will pick it up. Vern will get the buns. John said he and Dave Shaul cleaned the grills and they are ready to use. There is plenty of propane on hand. Jim will pick up 7 containers of potato salad from GFS. Don will get 5 gallon containers of Aqua Systems water for preparing the tea and lemonade. We will charge 50 cents for soft drinks.

The Airport Authority has authorized a 60 cent discount on fuel which will be appreciated by pilots who fly in for lunch (as well as local pilots.)

Pilots who fly in will check in with the front gate cashiers and sign in with name and tail number of their plane for their free lunch.

Wilma suggested that depending on how many planes flew in that our members may wish to put their planes on display for public viewing

Reed Blair said he had a friend with a 172 with a Honda diesel engine and wondered if diesel fuel was available in case he came to the lunch. There is diesel fuel here but only for airport equipment use.

The subject of a lifetime membership was brought up and discussed and it was the consensus that it would be better to remain paying on an annual basis. However, anyone who wished to pay the regular dues ahead could do so and it would be noted on the membership roster of how many years had been paid for.

Free airplane flights by way of drawings were talked about and tickets will be drawn at 11:30, 12:00, 12:30 and 1:00 during lunch. Todd Durham said his flight school would donate two flights and we will buy two. We do appreciate his contribution of two flights!

Randy Persinger is to be contacted to be sure he is aware of our plans and the need for safety in the ramp area.

Don Hughes was asked what he was doing with his plane that lost oil pressure and damaged the engine. He said he sold it but was looking at building a Raptor which is a 5 place pressurized composite aircraft.

Thanks to Phyllis Harding for again treating us with tasty, fresh out of the oven, cookies.

There being no further business, Dallas Harding told of a visit to the Evergreen Aviation Museum which is located at McMinnville, Oregon. This is the home of the Spruce Goose that Howard Hughes built. He elaborated on the details of the aircraft and said he sat in the cockpit which was 17 feet wide. Many other details were enumerated but this writer is unable to remember them all. A photo of the plane can be seen on the next page.



The flight deck of the H-4, 2010

The Hughes H-4 *Hercules*, aka "Spruce Goose" (NX37602), is a prototype heavy transport aircraft designed and built by the Hughes Aircraft Company. The aircraft made its first and only flight on November 2, 1947, and the project never advanced beyond the single example produced. Built from wood because of wartime restrictions on the use of aluminum and concerns about weight, its critics nicknamed it the "Spruce Goose," despite it being made almost entirely of birch rather than spruce. It was also referred to as the "Flying Lumberyard" by critics. Hughes himself detested the nickname "Spruce Goose." The *Hercules* is the largest flying boat ever built and has the largest wingspan of any aircraft in history.

The aircraft was the brainchild of Henry J. Kaiser, a leading Liberty ship builder. It was designed to be capable of carrying 750 fully equipped troops or one M4 Sherman tank. The original designation "HK-1" reflected the Hughes and Kaiser collaboration. Kaiser eventually withdrew from the project.

On November 2, 1947 the taxi tests began with Hughes at the controls. His crew included a co-pilot, 2 flight engineers, 16 mechanics and 2 other flight crew. In addition there were 7 invited guests from the press corps and an additional 7 industry representatives for a total of 36. After the first two taxi runs, four reporters left to file stories but the remaining press stayed for the final test run of the day. After picking up speed on the channel facing Cabrillo Beach, the *Hercules* lifted off, remaining airborne at 70 ft. off the water and a speed of 135 mph for around a mile. At this altitude the aircraft still experienced ground effect. Having proven to his detractors that Hughes' masterpiece was flight-worthy, thus vindicating the use of government funds. The "Spruce Goose" never flew again. Its lifting capacity and ceiling were never tested.