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December 2010



## MEETING AT CHUCK RICHEY'S



MONTROSE, CO \* MYJ \* THE X CHAPTER

# EAA Chapter 1373

Usually when I start writing an article for our newsletter I have to spend substantial time planning how to present what I want to say in sufficient words to make up a respectable paragraph. This time the opposite is true. I have to figure out how to do justice to the subject without writing a small book. October 26 through Nov. 1 Dee and I played host to Gale Moore, his son Donald and daughter-in-law Lorrie from Reno, Nevada. Gale was the pilot who along with Chal flew the worlds largest helicopter, The XH-17, which was 31 feet high, had a rotor span of 130 feet and weighed 44,000 lbs. First flight during September 1952 as described by Gale:

“As I added collective and became light on the wheels, the helicopter appeared to jump into the air. Of course, my reaction was immediate with down collective. Down too fast, up collective. Up to fast, down collective. Shortly, I got it on the ground with a moderate to firm landing. For awhile it was like riding a pogo stick. HA! I think my crew was more shook up than I was. I was more embarrassed than anything, with AF Generals watching the first flight. Recorded data showed that I was over controlling on the collective. I had no feel of motion in the collective. A study by the engineering department indicated that the XH-17 was 7 ½ times more sensitive than the S-51, which I had been flying. After finding that I was over controlling and not being able to feel any control movement, I had them extend the collective pitch stick 6-8 inches and install an arm rest for my left arm. From then on, I found that I flew the XH-17 with wrist movement, not arm movement. Another thing that was revealed on that first flight was that with such a large blade diameter the ground cushion from the down wash is enormous. In all helicopters I had flown you could take-off and increase your altitude above the ground an inch at a time if you wished. The XH-17 wanted to raise and settle a few feet off the ground after the wheels broke contact with Mother Earth. Another thing I noticed on the first flight was that the XH-17 wanted to turn toward the left as we were going through our vertical gyrations. I assumed that we may have had a slight cross wind that I was not correcting enough for or that I was consumed with the vertical gyrations I forgot about the directional control.”

I could go on and on with the stories I heard that week but to keep it short I will just list some of the aircraft Gale flew:

Piper J3 First Solo XH-17, Cessna C-140 Last Owned Sikorsky S-51, Beech Bonanza SH-17, Waco UPF7 H-21, Ryan PT-22 H-25, Vultee BT-13 Vibrator Piasecki, Cessna AT-17 Hughes H-269, North American B-25 Hughes H-269A, Douglas A-20 Bell H-47, Douglas DC-A Boeing Helicopter, Boeing B-17, Boeing B-29, Boeing 747, Aero Commander 56-A, Aero Commander 680-E, Convair T-29, Convair C-131, Lockheed F-94A

Some of the Hollywood notables Gale flew included Cliff Robertson, General Clarence Shoop and wife Julie Bishop, Robert Cummings, Frank Sinatra, Gary Cooper, Dana Winters and Jean Peters (Mrs. Howard Hughes. Other dignitaries' included Donald Douglas, Numerous Hearst of newspaper fame and all the V.I.P.S of Hughes Aircraft & Tool companies. Last but not least I enjoyed the honor of flying Gale around the valley in the RV-8. What a week!!!! Lowell



## EAA 1373 NOVEMBER MEETING

WHEN: December 4, 2010, 1000am

WHERE: Graham's Hangar, Delta Airport

*From the desk of David Wartofsky* 10300 Glen Way \* Fort Washington \* MD \* 20744 \* Tel (301) 248-5720  
\* Fax (301) 248-3997 1

### PRESS RELEASE NOVEMBER 3, 2010

**FAA DOCKET FAA 2009-0481**

**DAVID WARTOFSKY**

**OWNER OF POTOMAC AIRFIELD, NEXT TO WASHINGTON DC**

**A GENERAL AVIATION PILOT, AND AIRCRAFT OWNER**

**HAS PETITIONED FAA / DOT TO AMEND THE 3<sup>RD</sup> CLASS MEDICAL**

**TO NO LONGER BE REQUIRED FOR PRIVATE-USE AIRCRAFT UNDER 6,000 LBS**

*'THE ACTUAL PUBLIC-SAFETY 'RISK' OF SMALL AIRCRAFT IS LESS THAN ANY SIMILAR SIZED AUTOMOBILE'*

=> DOT TRIES TO OBSCURE AND DELAY ACTION BY ACCEPTING COMMENTS UNTIL 2099

*WARTOFSKY RESPONDS BY PUSHING FOR FULL AND OPEN NOTICE OF PROPOSED RULEMAKING*

David Wartofsky, the occasionally controversial owner / operator of Potomac Airfield, closest Maryland 3 Airport to downtown Washington DC, may have begun a grass-roots firestorm. Wartofsky has filed a formal petition with the Secretary of Transportation (FAA 2009-0481), and the Transportation Committee, proposing to replace FAA's 3<sup>rd</sup> class medical with a driver's license, for private-use aircraft under 6,000 lbs.

*"The day you lose your FAA 3<sup>rd</sup> class medical, you drive home in your family SUV. What conceivable legitimate public-safety risk did the loss of your FAA 3<sup>rd</sup> class medical really address?"*

*"Every pilot's eventual loss of their 3<sup>rd</sup> class medical remains the greatest threat to aircraft ownership. For anyone over 40 years old, buying any aircraft is like playing Russian roulette with all the barrels loaded; it is just a matter of time. Without clear benefits, this rule continues to impose huge public-sector costs to manage, as well as negative impacts on the economy, when positive impacts are sorely needed."*

In his petition, Wartofsky cites absurd examples of the rules get applied. He notes the medical requirements to fly a small private family airplane are remarkably similar to those required to drive a 65,000 lb commercial passenger or cargo carrying truck; also known as a 'Commercial Driver's License (CDL).' He speculates that perhaps FAA may have simply slapped the commercial truck driver medical standards onto small family aircraft; but contends they are inappropriate for the aviation equivalent of the family car.

Wartofsky further contends that generally cooperative General Aviation pilots have been singled out for micro-management of a negligible risk, without due cause. *"Pilots will always ask how to comply; but somebody needs to ask the more fundamental question, "Why?"*

As required by law, DOT had to publish Wartofsky's petition, but then tried to bury it; delaying action by accepting comments until 2099. Wartofsky notes DOT's public comment period of nearly 100 years is "justice unfairly delayed" under the Administrative Procedures Act. *"I guess they're betting I won't be around in 100 years to follow through."*

Wartofsky encourages all pilots and aircraft owners to submit additional comments to the petition online; and to approach their representatives in Congress and Senate across the USA, to support the petition. The objective is to force a full re-evaluation of the need for a 3<sup>rd</sup> class medical for private aircraft under 6,000 lbs through an open public Notice of Proposed Rule-making (NPRM). An NPRM could potentially bring the existing regulation under further oversight and accountability which may not have existed when it was originally written, such as Regulatory Flexibility review and Economic impact.

Link to the comment submission site on regulations.gov are available at [www.potomac-airfield.com](http://www.potomac-airfield.com)

EAA Chapter 1373  
C/O Jim Moorhead  
20092 High Park Rd.  
Cedaredge, CO 81413



### Out and About the Valley

- Jack made the first flight on his Macrospore.
  - Ross sold his Bearhawk project and has his RV-7 almost ready to fly.
  - Dick Sundquist is flying his 180hp Pacer.
  - Norm is building a larger rudder for his RV-8 --wants to do turns without banking, I presume
- A. Nonamus

This photo was taken Nov. 19 from Lowell's Cessna by his wife Dee, and shows Bob Said flying his KR2 "Fringe Benefit" over the mountains east of Crawford. "Retirement is dull and boring. but when you have a playtoy like mine it can be fun." Bob Said

### Important Chapter Members

President	Graham Meyer 970-835-5200 <a href="mailto:Gmeyer1@mail.tds.net">Gmeyer1@mail.tds.net</a>	Tech	Ross Hauck 970-249-2737
Vice President	Herb Anderson 970-249-5400 Chuck Richey 970-275-4049 <a href="mailto:chuck@montrose.net">chuck@montrose.net</a>	Counselors	<a href="mailto:ross@rossreels.com">ross@rossreels.com</a> Lowell Manary 970-209-5661 <a href="mailto:sperocco2@yahoo.com">sperocco2@yahoo.com</a> George Hanna 970-921-4286
Sec/Treasurer	Art Pontow 970-856-4585 <a href="mailto:art.pontow@gmail.com">art.pontow@gmail.com</a>		Graham Myer 835-5200 <a href="mailto:gmeyer1@mail.tds.net">gmeyer1@mail.tds.net</a> Bob Triumphfeller 856-6785 <a href="mailto:bob@mesawood.info">bob@mesawood.info</a>
Designated AWR	George Hanna 970-921-4286		
Webmasters	Bob Triumphfeller Jeff Buchanan <a href="http://eaa1373.org">http://eaa1373.org</a>	Young Eagles	Norm Pesch 970-249-3399 <a href="mailto:normpesch@mac.com">normpesch@mac.com</a>
		Newsletter Editor	Jim Moorhead 970-856-7838 <a href="mailto:dawnsud@tds.net">dawnsud@tds.net</a>