

SHIRLEY WILLIAMS AERODROME (44TE) CTAF 122.9  
KINGSLAND, TX N30-41.01 W98-25.02.  
RUNWAY 16/34 2600", ELEVATION 880  
ON THE COLORADO ARM OF LAKE LBJ

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President RUFF DANIELS 512-736-7833 [airheaddreams@yahoo.com](mailto:airheaddreams@yahoo.com)

**The January meeting for EAA Chapter 889 will be held on Saturday, January 14th beginning with Pancakes/social hour at 9 AM with the chapter meeting at 10:00.**

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757 at  
Gatwick  
with  
wake  
vortex !!

Both Chuck Deiterich and Bob Vossman sent us these spectacular pictures.



A 757  
showing  
wing  
vortex on  
clouds !!



A 767  
wing  
vortex on  
clouds !!

The 787 Dreamliner



Below A7'S TUCSON AFB - -



Below A 340 rainbow contrail



EMIRATES 1.5 billion dollar A 380 - since wrecked !!



A 330 landing Amsterdam with dramatic sky !!



Russian Antonov 225 on ground - - largest plane in world !!



CONCORDE 101, last official flight !!



Concorde 101 parked - - nose down !! Look at stretch marks on skin !!



CONCORDE 102



F 15C , fastest takeoff ever measured !!



F 15E Strike Eagle - Wales - -



F 111C AARDVARK Sump , and burnout !!



FL 330, FL 340-very dramatic-going opposite and 1000' separation !



B 52's in boneyard - -



Sukhoi SU-27's in close and tight - not tricked !!



CONTRAIL- 747 "



757 against a full Moon !!



That's all, Folks....

Even if you're not into aviation, these are pretty awesome pictures!

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**Lee Meyners sent us this one**

<http://bobshermanspage.com/USAFPlanes.html>

**This link has pictures and lots of information about Every plane the Air Force has ever used.**

**Yup!!! It's an F107**



**Chuck Deiterich sent this one:**



**This is amazing...computer generated from the black box...**

## **In the Hudson River!**

[Click here: #t=109](#)

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Lee Meyners sent this interesting item:

### Origin of the Checklist

On October 30, 1935, at Wright Air Field in Dayton , Ohio , the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.

A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.



A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down

the tarmac, lifted off smoothly and climbed sharply to three hundred feet. Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew

members died, including the pilot, Major Ployer P. Hill (thus Hill AFB , Ogden , UT ).



An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four

engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features.

While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it,

"too much airplane for one man to fly." The Army Air Corps declared Douglas 's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.



In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have

occurred to a pilot than to a driver backing a car out of the garage... But this new plane was too complicated to be left to the memory of any pilot, however expert

With the checklist in hand, the pilots went on to fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany.



Boeing B-17G

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## Hey Air Canada... They were just having a little fun!!!!!!

### Rowdy Passengers "Chewed Through Restraints"

Air Canada officials told authorities that two rowdy passengers who caused the diversion of a Toronto-Beijing flight last week actually chewed through the restraints used by the crew and passengers to subdue them. **The Vancouver Sun quotes** CBC News as saying the pair, a couple of IT executives on a business trip, were so out of hand that the captain ordered the cabin "locked down" for 80 minutes as they made a run for the nearest airport, Vancouver International, to offload the troublemakers. George Campbell, 45, and Paul Wilson, 38, were immediately hauled before a judge where they pleaded guilty to mischief and were ordered to pay \$72,000 in restitution. However, Air Canada has tallied up its expenses and estimates the fiasco cost it \$200,000, not including a roughed-up flight attendant and a planeload of upset passengers.



According to court documents obtained by the CBC, both men were apparently drunk before they got on the flight and continued to alternate between drinking, passing out and making pests of themselves. At one point, the documents say, Campbell threatened to kill other passengers as they left the plane and he also laid in the aisle "kicking his feet." It took several cabin crew and passengers to subdue them and handcuff them with plastic restraints and tape to temporarily

restore order. The court records say they both "eventually chewed their way through their restraints." They were subdued again and guarded by crew and passengers while all other passengers were ordered to remain in their seats until landing. Campbell and Wilson worked for Blackberry smartphone maker Research in Motion and live in the company's base of Waterloo, Ontario. The company fired them within days of the episode, saying the antics didn't reflect RIM's "standards of business behavior." The CBC managed to reach Campbell but he did not comment.

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Rusty Hall has this RV7 for sale. It's all ready for your own paint scheme.

Rusty has lots more pictures and full specifications.

His email is

**snj101xgumps@yahoo.com**

**This seems to be a very well built RV7A**



Nice panel

Contact Rusty for more info.at 512-567-0103





**\$150+/month**

**Call Don**

**Home: 970-259-9408**

**Cell: 970-764-0335**

**He has Hangar space for rent, \$150+/month**

**Call Don**

**Home: 970-259-9408**

**Cell: 970-764-0335**

## 1951 Piper Pacer



**Jim Foster has listed his PA 20 Piper Pacer for Sale. Jim can be reached at 512-755-9980**

2304 Total Time, 300 hours SMOH

1951 Piper Pacer PA20, N1590A, Serial #20826

150 Lycoming .

Stainless Steel Exhaust System.

All Ads are Current

King KT76A Transponder

Narco Escort 110 Nav Com

Icom A 200 Com

Sigtronics SPA 400 Intercom

Ceconite Fabric, new in the late 1980s. Fabric condition is Excellent

Annulled 11/16/2009

Includes two AudioCom Headsets



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**Thanks to all who send interesting stuff to use in the newsletter.  
Please Keep 'em coming!!**

**If you have comments on how to improve this newsletter, please  
contact me at [dsavener@gmail.com](mailto:dsavener@gmail.com)**