



Long Island Early Fliers Club, Inc.

May, June 2017 Newsletter

Editor: Fred Coste Volume 2, Issue 3

A Word from our President, Sal Vitale:

The past month has been particularly busy and exciting for the L.I. Early Fliers Club!

It began with our Washington bus trip during the third week of March. Though the late winter "blizzard" that was more like a hurricane, blew through just two days before we left, our troops were undaunted by the minor inconvenience of cold weather and slippery conditions. They even forgave me for being the last one to arrive at Bayport to meet the bus for departure!

The trip was well planned and very interesting. There was much to learn at each of the stops during the three days, which included many places that are not open to the general public. The fact that it took place during the St. Patrick's Day weekend did not escape the presence of mind of our group, either! Our Irish contingent celebrated at the Heavy Seas Ale House and again over cocktails at the hotel each evening! If you missed this trip, you missed not only a great time, but a very educational and fun experience.

Our first meeting of the new year got us off to a great start with free food and drinks as well as the drawing for our first raffle fund raiser. With more than 50 in attendance, the nine prize winners were drawn. Please see our list of lucky winners in this issue!

We plan to kick off our next fundraiser at the May meeting! Don't miss it!!!

***The Early Fliers take
Washington D.C. by storm!
(...umm, almost literally!)***

The strange weather of our early spring had some of us concerned about this year's bus trip. Fortunately the storms timing allowed a day of clean up before our departure and we were pleased to see the snow depth diminish with each mile we traveled south!

At our first stop, Goddard Space Flight Center, one of our docents was so excited to have a group from Long Island show up because he wanted to meet all of the former Grumman employees. He wanted to learn about what they had been doing while he was involved in the LM program!



In the visitors center, Tedd Krummeck was looking like his space suit was too tight!

After the initial presentation at the visitors center, we boarded our tour bus with the docents and started our private tour of this vast facility. We were taken to the building housing the clean room in which the James Webb Space Telescope was being assembled. The "JWST," as it's referred to, is being assembled for launch in October of 2018.



This is a full size model of JWST. The layers of wafers at the bottom are designed to shield the telescope from the sun's radiation.

This telescope will enable us to see the light that was emitted from stars during the formation of the universe. In many cases, what we will be seeing through this telescope, no longer exists. It is just the light that had been either reflected or emitted that continues traveling. The telescope will be focused at what looks like "dark sky," however we will actually see light that is not visible to the naked eye.



We saw technicians assembling the lower section in the clean room during our tour.

The clean room is approximately 5 stories in height and has an entire wall of HEPA filters. Actually there are three walls of filters, but only one is visible. The room is kept under

positive pressure so no foreign matter can accidentally drift into the room. Our group also saw much of the personnel cleaning area where they must prep before entering the clean room. They even have an “air shower” that is computer operated. The computer measures the air in the shower for airborne particles coming off the employee and shuts down when the person is clean enough!



The mirror array is comprised of 18 sections, which can each be moved to focus the target.

While at Goddard, they were conducting an audio vibration test to see if some mounting brackets could withstand the noise vibration during the launch sequence.

It will take approximately 10 days for the JWST to unfold and be set up once it is in space. The launch is presently scheduled for October 2018 from a facility in French Gianna.

For a short video presentation about JWST, and its assembly, visit: (control-click this link)

<http://www.space.com/34593-james-webb-space-telescope-complete-2018-launch.html>

As we left Goddard, it was very clear that our private tour enabled us to see the U.S. space

program as very few have ever seen it. Everyone had a new appreciation for the infrastructure that is involved, the level of test equipment and the depth of knowledge gained from the U.S. space program. It is well worth the cost.



At PAX River, we broke into smaller groups to tour the museum with our docents.

Our second day was spent at the Patuxent River Naval Air Museum. Once again, when our docents realized that we had a solid contingent of Grumman employees, there was a high level of admiration for our group.



Docent Wes Hester explains how Glenn Curtiss became a pioneer of Naval aviation.

Glenn Curtiss of Hammondsport, NY started experimenting with aircraft that could take off and land on water. The Navy immediately understood the advantages to owning the “high ground.”



A replica of an early Curtiss design.

PAX River is the location at which the Navy tests everything before it is deployed to the fleet. Whether it's nuts and bolts, a new ordinance drop rail, or a new airplane, it goes to PAX River for testing. This is also the home of the Navy's Test Pilot School.

More than a dare devil, the Navy looks for great pilots who understand engineering and can articulate their experiences to designers and engineers both verbally and on paper.

It was at PAX that the V-22 Osprey was perfected after having established a reputation of being unsafe after several fatal crashes.

The most recent "big" competition was what became known as the "Battle of the X-planes." This was the competition between Boeing and Lockheed Martin for the vertical takeoff /landing (VTOL) fighter. More commonly known as the Joint Strike Fighter (JSF) because it is supposed to have variants for the Air Force, Navy and Marines, this will likely be the last manned jet fighter produced.

Follow this link for more information, when you have the time to view it: (Ctrl-Click) <https://www.youtube.com/watch?v=B7-LQDueYlk>



This is Boeing's X-32. It did not do as well as the Lockheed Martin X-35, in part because the large air intake in the front of the airplane ingested the hot exhaust gases, making a complete lack of forward motion almost impossible to achieve.



Above is the X-35 JSF. In addition to a thrust nozzle that can be directed downward 90 degrees at the rear of the plane, it is equipped with a vertical lift fan just aft of the cockpit. The fan is powered by a drive shaft off of the front of this jet's engine, which pulls 45,000 horse power for the fan!

View this short video to see the X-35 perform from a carrier deck: (Ctrl-click)

http://www.youtube.com/watch_popup?v=Ki86x1WKpME&feature=colike

We could have spent the entire day at Pax River; the time went way too quickly.

The third day brought our group to the Steven Udvar Hazy Center at Dulles Airport. Once again, we had some very knowledgeable docents who made our visit extra special.



We learned things about the Enola Gay and the logistics of dropping the first atomic bomb that most have never considered.



This is the spacesuit worn by Alan Eustace on October 24, 2014 as the balloon he was suspended from rose to 135,890 feet before his release and free fall back to earth.

Later that day, we had a great tour of the U.S. Capitol before heading home.



Looking up at the ceiling of the Rotunda

Overall, the group had a lot of fun socializing and getting to know each other better and is looking forward to our next trip. The only thing else I could say is:

You should have been there!

Other things we saw and did in Washington:



The U.S. Air Force Memorial



Tedd Krummeck, John Hancock, Pat Gallagher,
Tom Hancock and Wally Gordon-Tennant at
the Air Force Memorial.

****Welcome New Members!****

William (Old Bill) Richards
John Muilenburg
Lucille Shaw
Lowell Shaw

Mach Money Raffle Results

While we did not sell as many tickets as we had hoped, we did sell enough to present many decent cash prizes. We also learned a lot from our first raffle fund raiser.

We probably did not pick the best time of year to launch the raffle. You may remember we announced it at our October meeting. We only had November and December (Christmas Party) meeting to promote the fundraiser before breaking for the winter. We were well past any outside activities and events at the Aerodrome. We did sell 142 tickets. Here are our winners:



Marine Corps. Memorial



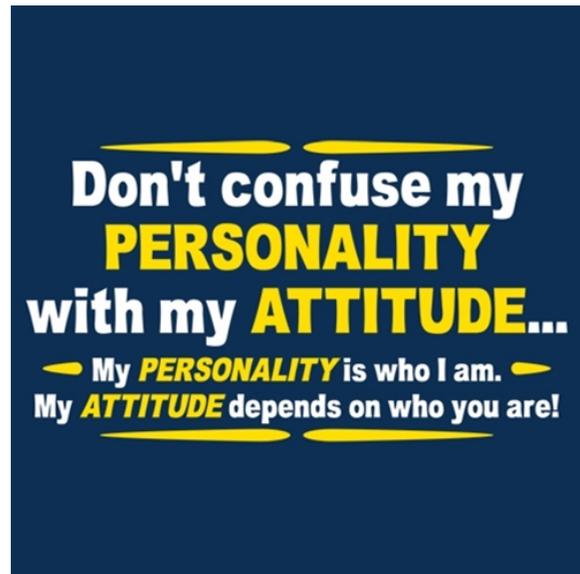
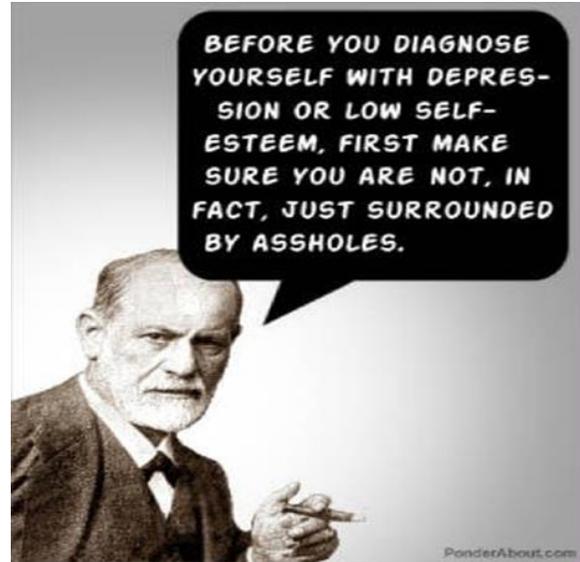
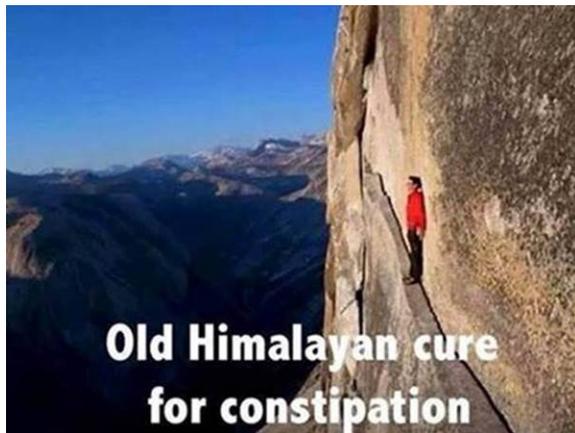
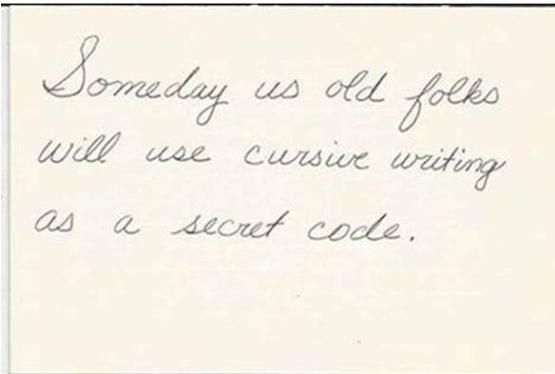
Place	Winner
1 st	Helmut Scherner
2 nd	Ray Kelley
3 rd	Gerry Monacchio
3 rd	Amanda Umile
3 rd	Tom Hancock
4 th	Fred Coste III
4 th	Mark Cassen
4 th	Lou Urciuoli
4 th	Gerry Monacchio
Gift card	Sal Urciuoli
Gift Card	Frank Mauceri

Thank you everyone who participated in our first raffle!

Donations received:

Arlene Schmidt:	\$100.00
Tom Hancock:	\$237.00
Ray Kelley:	\$500.00

Time to Smile:



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The LONG ISLAND
Early Fliers Club

Long Island Early Fliers Club, Inc. is a non-profit organization founded in 1956 and Chartered by the New York State Education Department. We are dedicated to aviation education and preserving Long Island's aviation heritage. Volunteers who want to help educate and preserve our history are always welcome. Annual Membership in our organization is \$35.00 for individuals; \$50.00 for families.

Donations of aviation memorabilia, aircraft and aircraft parts, aviation clothing, display quality models and items of historic significance are always welcome and greatly appreciated. Cash donations, as well as artifact donations are tax deductible. You may visit our facility at Bayport Aerodrome, Vitamin Drive, Bayport New York most Wednesdays between the hours of 9:00 a.m. and 1:00 p.m. Appointments are necessary as airports are secure locations and can also be arranged at other times for your convenience. Contact us at: L.I.E.F.C., P.O. Box 43, Holbrook, NY, 11741 or call (631)-523-5407 (Fred Coste) or fax: 631-588-2147

Sal Vitale
President

Pat Gallagher
Vice President

Fred Coste
Treasurer

Joan Vitale
Secretary

Join/Renew today!



Please mail completed form with payment to LIEFC, Inc. P.O. Box 43, Holbrook, NY 11741

Membership Application

Name: _____

Annual Dues*

Address: _____

* Dues are not prorated. Dues year runs from January 1 through December 31

Email: _____

Individual membership: \$35.00

Family membership: \$50.00

Occupation: _____

I am applying for:

Individual ___ Family ___ Membership

Names of family members joining: _____

Background information: (Please check all that apply)

Aviation Enthusiast	Private Pilot	Work(ed) in aviation industry	
Model Builder	Commercial Pilot	Aviation mechanic	
History Buff	Airline Pilot	Aircraft owner	
Computer technician	Enjoy writing	Enjoy photography	

I, _____, being interested in the preservation of all facets of aviation history, particularly that pertaining to Long Island's aviation heritage, do hereby apply for membership in the Long Island Early Fliers Club, Inc.

(signature)

(date)

The Long Island Early Fliers Club, Inc. is a non-profit organization, founded in 1956 and chartered by the New York State Education Department.