

CHAPTER CHATTER

Chapter Number 78

Flying Through History

Richard Cutler 1925 - 2011

Former chapter member Richard 'Dick' F. Cutler, of Perkasie, formerly of Doylestown, died Tuesday, Jan. 11, 2011, at Pine Run Health Center. He was 85. He was the husband of Rosemarie (Belutty) Cutler for 60 years.

Born in Philadelphia, he was the son of the late William and Blanche (Frederick) Cutler. Dick attended Olney High School, Class of 1944. He left early to serve with the U.S. Navy on the USS Chester during World War II in the South Pacific Theatre.

After discharge in 1946, he attended Spartan School of Aeronautics, Tulsa, Okla., where he received his A&P license. Dick began his aviation career in 1952 as a mechanic for PanAm in Miami, Fla. In 1953, he was selected to be a flight engineer with PanAm until retiring in 1986.

Dick's career covered piston to jet-powered airliners, beginning with Boeing Stratocruiser, and up through the Boeing 747. Dick also was a commercial pilot, and owned several Cessnas flying out of the Doylestown Airport. He built and flew two full-size airplanes, the Starduster Biplane & the Rutan Varieze. Dick also restored a Ryan PT-22 Recruit, a military trainer aircraft, which is currently on display at Udvar-Hazy Center of the Smithsonian Institute. *Continued on page 2*

Dick's Ryan PT

Dick took great pride in his restoration and the many hours of flight in his Ryan PT Recruit, (WWII primary trainer), which is now on display in the Udvar Hazy museum in Washington, D.C.

This Recruit was originally the third of twenty-five built under contract as a float plane trainer for use in the Netherlands East Indies but the sale fell through after the N.E.I. surrendered to Japanese forces in May



Airplane History Courtesy Udvar Hazy Museum

1942. It then was used as an AAF trainer until declared surplus late in the war. Since 1944, this Recruit has had nearly two dozen owners who have cared for and preserved the aircraft. Some have flown this aircraft in air shows, others just for pleasure. ✈

He was a member of the Experimental Aircraft Association, and the Aircraft Owners & Pilot Association.

In addition to his wife, Rosemarie, he is survived by his daughter, Joanne Will and her husband, Steve of Easton, Pa.; his son, Richard Cutler Jr. and his wife, Janet of Dublin; his sister, Doris Perry and her husband, Stanford of Shelburne Falls, Mass.; and his grandson, Ryan Cutler of Dublin.

Memorial contributions may be made to Doylestown Hospital, 595 West State Street, Doylestown, PA 18901, or to a charity of one's choice.

To send condolences to the family, please visit the Web site <http://www.andersfh.com/index.cfm>

Reprinted from the "Intelligencer" →

Chapter 78 Minutes

The final Chapter meeting of 2010 was held at wings field on Tuesday, Dec. 28th at 7:30 P.M.

Members present included: President, Tom Russell, Joe and Leno.

Please consult these individuals for specific topics of discussion.

It is surmised that the WX, the Holidays and the Eagles all took their toll on meeting attendance.

Please submit additions and corrections. Happy New Year to everyone!

Respectfully: G. N. U. Chapter Secretary →

Planned Project Visit

A Chapter visit to see Lino Flego's Barracuda project is being planned for sometime this February. A synopsis of the Barracuda from the Aircraft Spruce web page follows.

The Barracuda, made entirely of spruce and plywood, is a fast, high performance, side by side two place with retractable, tricycle gear. Rated for limited acrobatics, it has a 200 MPH cruise speed and 2,100 FPM rate of climb with a Lycoming O540 Engine. Designed by RAF pilot, Geoff Siers, to fly like a fighter, power may vary from 200 to 300 horsepower. A stall speed of 62 mph makes landings easy. The comfortable 40 inch wide cockpit, with the sound deadening properties of wood, makes it a wonderful cross-country

tourer. The structure is elegant

and simple, like a model airplane, with no complex jiggling. The Barracuda won the "most outstanding new design" at Oshkosh. Aircraft Spruce & Specialty Co. is the distributor for materials kits and component parts. →

BARRACUDA



Unmanned Aerial Vehicle

UAV Revolution

The United States Air Force's new revolutionary wide-area airborne surveillance system named "Gorgon Stare" was deployed to Afghanistan this winter. This revolutionary system, which operates day and night, allows its users to overcome the "soda straw" view that

the current conventional single field of view EO/IR camera mounted on Predator and Reaper UAVs provides.

Predator and Reaper crews have had a daunting task of following multiple "squirters" and vehicles with a single camera and sometimes lose targets if they move too fast. Instead of viewing a single house or vehicle, crews can now look at a whole village while following 12 individual targets using Gorgon Stare. "Squirters," are insurgents fleeing from buildings, during US and Coalition operations. As amazing as Gorgon Stare sounds, the U.S. Defense Advanced Research Projects Agency (DARPA) is working in conjunction with BAE Systems, which will be able to select a minimum of 65 independent video windows (compared to Gorgon's 12) throughout the field of view. ➔

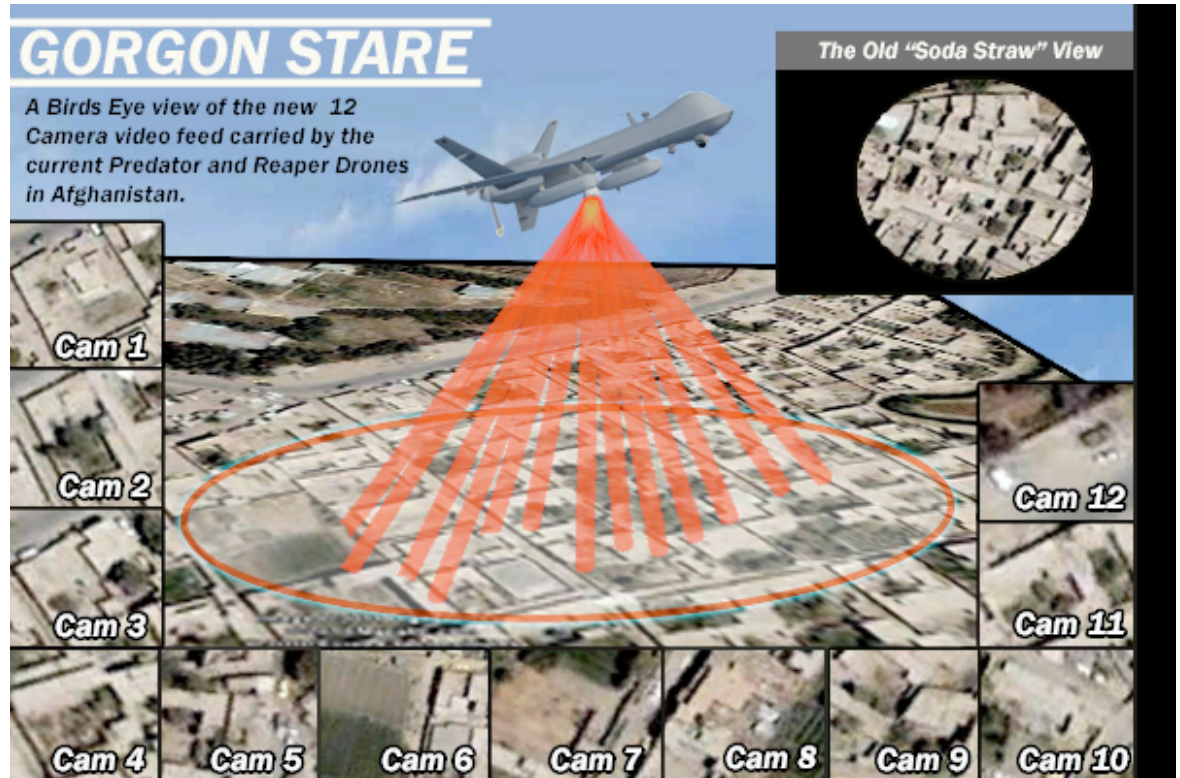


Image Provided by Richardcyoung.com

More UAV's

Helicopters to Future Fighters

Below the General Atomic MQ-9 Reaper



© 2007 Ulrich Grueschow - www.MilitaryAircraft.de



The Reaper, when equipped with the Gorgon Stare, will have to fly unarmed at a reduced 14-15 hours flight-time because of electrical power limitations. The future UAV Magic (*Left*) (Medium-Altitude Global ISR and Communications), will be able to do the same mission for 5 days with a 1,000 lb payload.

The Taranis, an unmanned combat air vehicle demonstrator (*artist's impression pictured above*) will debut during an event to be staged at BAE's Warton facility on 12 July this summer. The Taranis is a BAE and US Air Force joint design.

The other extreme of UAV's designed primarily for civilian use are helicopters like the DragonFlyer X6.



Government Use

Cost-effective aerial investigation and assessment.



AeroVironment's Stratospheric Global Observer Unmanned Aircraft System Recently Made Its First Flight.

The Global Observer UAV is a high flyer. The Global Observer system is designed to fly at an altitude of between 55,000 and 65,000 feet for 5 to 7 days. It is powered by a liquid hydrogen-fueled propulsion system. It has a 600 mile diameter mission coverage area. ➔

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Calendar

EAA CHAPTER 216 – PL4COOP@JUNO.COM Updated – 01/08/2011

MAY 20 – 21, 2011 - - - - - CAMBRIDGE, MD
43rd ANNUAL ANTIQUE FLY-IN – HORN POINT
AERODROME 38 35.4 N – 76 08.2 W – Rain Date – May
22nd Sponsored by Potomac Antique Aero Squadron Art
Kudner – 410/310-0159 – Arthur_kudner@comcast.net

MAY 28-29, 2011 - - - - - MILLVILLE, NJ
MILLVILLE ARMY AIRFIELD MUSEUM – WHEELS
& WINGS SHOW w/BLUE ANGLES – MILLVILLE
AIRPORT (MIV)

JUNE 17-18-19, 2011 - - - - - WELLSVILLE, PA
FATHERS DAY FLY-IN @ FOOTLIGHT RANCH
SHREVEPORT NORTH AIRPORT (62PA) 717/432-4441-
www.footlightranch.com

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JULY 25-31, 2011 - - - - - OSHKOSH, WI
EAA AIRVENTURE – WITTMAN REGIONAL
AIRPORT (OSH) www.AirVenture.org

OCTOBER 1, 2011 – Tentative Date - - - - ALLOWAY, NJ
EAA CHAPTER 216 – FALL FESTIVAL FLY-IN -
@Whitey Lance Airport (NJ02) 438 Alloway-Friesburg
Road Lunch served at 11:00 AM – by donation
PRESIDENT HERMAN JUNKERMAN – 856/881-3459
hermanlj13@verizon.net

It's wise to confirm dates as some events cancel without notice. Please send event data or updates to Bob Cooper – 856/694- 4221 ➔

