

Springfield Flying Club Newsletter



Lyncrest Airport (CJL5)

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October 2013

B17 Bomber Sentimental Journey In Winnipeg



The World War II B17 Bomber Sentimental Journey was in Winnipeg and other Manitoba points this summer. A number of Springfield Flying Club members had the opportunity to tour the bomber. Thanks to George Inman, Murray Bryson and Tom Stoyka for supplying these great photos.

A few interesting tidbits:

A B-17 will easily burn 200 gallons of fuel per hour, plus about 10 gallons of oil per hour.

Power Plant: Four Wright R-1820-97 Cyclone Turbo-supercharged Radials.

Horsepower: 1,200 hp.

Maximum Speed: 263 knots (302 mph).

Service Ceiling: 36,400 ft.

Rate of Climb: 900 ft./min.

Range: 3,259 nm (3,750 mi.)

Wingspan: 103 ft., 9 in.

Length: 74 ft., 4 in.

Height: 19 ft., 3 in.

Empty Weight: 36,134 lbs.

Max Takeoff Weight: 65,500 lbs.

Fuel Capacity: 2,780 US Gallons in the wings.

Oil Capacity: 37 gallons per engine.

The bombardier and navigator positions are in the nose section. From here, 4 of the 13 Browning .50 cal machine guns were used; two on the sides known as "cheek" guns, and the double barrel chin turret controlled remotely by the bombardier.

Continued on Page 2

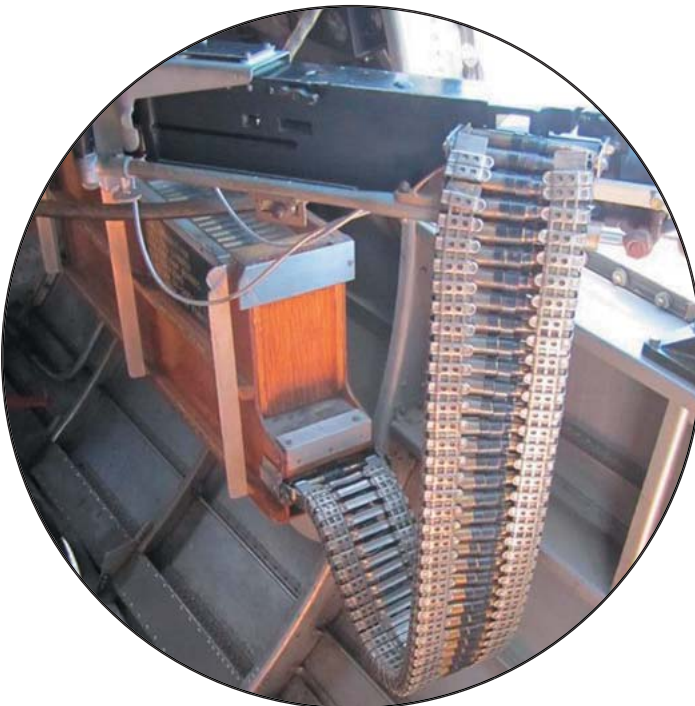
B17 Sentimental Journey *From Page 1*

The pilot and co-pilot were the only 2 members of the crew of 10 without guns. The flight engineer, man #3 on the flight deck, had a 360° rotating top turret with double machine guns.

Average life expectancy of the waist gunners was among the shortest of all the crew members - standing up, right in the middle of the aircraft makes you a big target. The ball turret was actually one of the safest places, and the only armoured crew member position on the aircraft.

The addition of the tail gunner was needed to help defend against German pilots trying to sneak up from behind the bombers. B-17G models feature the famous "Cheyenne" turret system.

The Machine gun magazine was 9 yards long, hence the phrase "I gave him the whole 9 yards".



Local Pilot Participates In Air Show



On Thursday, August 22 I left Lyncrest at about 11:30 am to fly to Brandon to participate in The Commonwealth Air Training Plan Museum annual airshow. I arrived about an hour later, just in time for lunch in the museum canteen.

I spent the afternoon touring the museum's collection of WWII aircraft.

I also toured the B17 Sentimental Journey.

At around 5 pm the air show started with the museum planes followed by the home builds then the war birds.

I flew 4 circuits in my RV-8 then headed home to be back before sundown.



George Inman

Update On Female Pilots

After being introduced to aviation this spring, about 10 women began taking lessons in earnest in June, some focused on ground school and others in-the-air flight training. Several took a break to enjoy their cabin at the lake and are back taking lessons now.

Two women have finished their Private Pilots License; one is doing her night rating with plans on getting her Commercial Licence; several have gone solo and are working towards their Cross Country; almost everyone has completed their radio

test and several are well on their way to writing their written exam.

The books, free flights, and ongoing encouragement from all the Springfield Flying Club members and pilots throughout the Manitoba aviation community have been invaluable to these gals, many of whom never dreamed they could do it! One gal is proceeding against all odds, including a serious car accident during the first weeks of her flight training. Another gal had no plans of going on to get her licence until she attended Oshkosh, helped

give a presentation on her experience as an EAA Eagle to help promote the new EAA Eagles program, and stayed with the Lyncrest tenting group - it was the 'icing on the cake' - she is now starting her Recreation Pilots Licence!

Several more women have joined the SFC as social members - we now have more women pilot members than any other private flying club in Canada and the local RAA chapter has more women members than any other chapter across Canada. Thank you to all SFC members and Manitoba aviators for your ongoing support for changing the stats from 6% to 60% women in aviation.

BBQ And Campout

Despite the threat of a monsoon, the annual campout and BBQ was once again a success! Thank you to George Inman, Harry Wiebe, Malcolm Dewar and Dani Pokornik for submitting photos.





**Ideas For A Story?
Photos To Share?**

Send them to Sheila Pogson at

spogson@outlook.com

and I'll include them in the monthly newsletter

Editor's Note

Thank you to everyone who has submitted photos and stories for the newsletter. I still have a number of stories and photos I haven't used. You'll eventually see them! My apologies if I've missed giving anyone credit for photos. I should get everything caught up in the next newsletter.

Thanks also for all the help in answering questions - especially George! He has been very helpful and patient in helping me get up to speed.

I have one knee replacement behind me, and the other one coming up soon. It took me a little longer than anticipated to get back to working on the computer. It's amazing how fuzzy your mind can get when you add a few painkillers to your routine!

I'll have another newsletter ready for the beginning of December, so if you have anything new please shoot it my way.

I have an idea for a regular series I would like to start. Being new around the airport, I'm blown away by the wealth of knowledge and interesting stories out there. I would like to sit down and chat with a pilot each month and share some of those stories with you. If you would like to share your own stories, or know of someone you think would be willing to chat with me, please let me know.

Happy flying!

Sheila Pogson