



Post 816 News

Nayak Aviation (Post 816 Sponsor)
1403 Northern Blvd
San Antonio International Airport

February, 2005

February 12, Saturday – Meet at Nayak at 10:00 am. Explore personal flying by visiting the back taxiway at Security Airpark located on the grounds of San Antonio International Airport. Also, the designer and developer, Leif Zars, will bring his plans and designs and will tell how he came up with the concept of a condominium airpark 25 years ago. Among the various planes that we will inspect will be a pristine Cessna 310 owned by Gary Simmonds as well as a Piper Navajo Panther owned by Tim Musgrave.

About the Cessna 310 –

The sleek Cessna 310 was the first twin engine design from Cessna to enter production after WW2.

The 310 first flew on January 3 1953. The modern rakish lines of the new twin were backed up by innovative features such as engine exhaust thrust augmentor tubes and the storage of all fuel in tip tanks. Deliveries commenced in late 1954.

The first significant upgrade to the 310 line came with the 310C of 1959, which introduced more powerful 195kW (260hp) IO-470-D engines. The 310D of 1960 featured swept back vertical tail surfaces. An extra cabin window was added with the 310F. A development of the 310F was the turbocharged 320 Skyknight, with TSIO-470-B engines and a fourth cabin side-window. The Skyknight was in production between 1961 and 1969 (the 320E was named the Executive Skyknight), when it was replaced by the similar Turbo 310.

The 310G introduced the 'stabilatip' tip tanks, while the 310K replaced the rear two windows on each side with a single unit. Subsequent significant developments include the 310Q and turbocharged T310Q with redesigned rear cabin with a skylight window, and the final 310R and T310R, identifiable for their lengthened noses. Production ended in 1980.

USAF military versions were the L-27A (310A) and L-27B (310M) Blue Canoe, later redesignated U-3A and U-3B.





Capacity: Typical seating for four or five, with an optional sixth seat.

Production: Total 310 and 320 production was 6013 aircraft, of which 575 were 320s and 196 were for the US military.

About the Piper Navajo Panther –

The Piper Navajo is sometimes called "the new DC-3." When anyone thinks of a compact propeller plane, the odds are ten to one that this will be a Piper airplane. Tens of thousands of these planes have already left the plant and are in use all over the world. Over 2,500 Navajos are currently in service today. With its comfortable and adjustable leather seats with foldaway tables in a light modern décor, the Navajo has its niche as a feeder aircraft perfect for shorter flights.

It offers room for up to eight passengers. Its big panoramic windows provide a fantastic view. It does not have a pressurized cabin, and as a result, it flies below 10,000 ft. (3 km), making it possible for the passenger to see the world below in every detail.

The Panther's quiet, smooth ride is provided by the four blade props with a synchrophaser and the "Zip-Tip" winglets. The props reduce noise levels and vibration and the winglets improve flight stability - especially in turns and turbulence. The winglets also contribute to the Panther's great performance by providing additional lift for shorter takeoff runs. They also shorten landing rolls because with the additional lift approaches can be flown slower.

History – The highly successful Navajo six/eight seat cabin class twin has been adapted to a number of commuter, charter, air taxi, light freight and executive transport roles, and has spawned a series of developments.



The PA-31 was developed at the request of company founder William T Piper, and the program for a new larger twin was given the project name Inca. The first prototype PA-31 made the type's first flight on September 30 1964 and was Piper's largest aircraft to be built to that time.

Deliveries began in the first half of 1967. The first model was the PA-31-310, powered by two 230kW (310hp) turbocharged Lycoming TIO-540-A1A engines. A small number of the PA-31-300 with two normally aspirated

225kW (300hp) IO-540-M engines were also built in 1968 and 1969. The PA-31-310 had five cabin windows per side and Piper's distinctive Tiger Shark engine nacelles with optional nacelle lockers. The PA-31-310 was further improved in late 1971 in the Navajo B and in 1974 in the

Navajo C and the PA-31-325 Navajo C/R with counter rotating 242kW (325hp) TIO-540-F engines.

Aimed at the corporate market, the PA-31P-425 Pressurized Navajo had three windows on the right side and two on the left side of the cabin, geared turbocharged and fuel injected TIO-541-E1A engines, a higher takeoff weight and strengthened structure and undercarriage, optional extra fuel, a lengthened nose, and most importantly a cabin pressurisation system. First flown in March 1968, first deliveries took place from 1970, and it remained in production until 1984.

Meanwhile production of the PA-31-310 had ceased in 1983.

(Info from <http://www.airliners.net/info/stats.main?id=149>)



February 27, Sunday – Meet at Nayak at 7:00 pm. Sarah Ohnemus will share her experience of attending an academy preparatory school.

The prep school mission is to prepare, motivate, and evaluate for admission to and success at the Air Force Academy selected personnel who meet the special needs of the Air Force. The prep school achieves this mission by qualifying cadet candidates for academy appointments; developing in those students a sense of accomplishment and self-confidence that enables them to function in the Academy's demanding environment, and motivating students to attend the Academy, graduate, and become career officers in the US Air Force.

In addition, we will have a second speaker. Bill Due will share his frustrations in his move from Air Force pilot to civilian CFI (Certified Flight Instructor).

March 12, Saturday – Meet at Nayak at **8:00 PM**. We will carpool to Stinson Airport to visit the San Antonio Police Department (SAPD) helicopter operations. The tour will be conducted by officer and pilot Eddie Ramirez.

The SAPD Helicopter Detail was formed in 1971 as a joint venture with the Bexar County Sheriff's Office. Using funds from a federal traffic safety grant, a Hughes helicopter (269C)/300 was purchased, a base was established at Stinson Airport, and 2 SAPD officers and 2 BCSO deputies were selected to staff the operation. In 1973, the unit moved its base to a heliport on top of the

Marina Garage in downtown San Antonio, for a more central location. In 1974, a second Hughes (269C)/300 was purchased, which later that year was given to BCSO, when they set up their own helicopter unit. To staff its newly independent Helicopter Unit, SAPD increased the number of officers to six, and in 1975 SAPD added a second (269C)/300. In 1977, a larger, faster Hughes 500C Turbine aircraft was purchased using a drug interdiction grant.

In 1995, the first FLIR unit was purchased, adding infrared capability to one helicopter, and greatly increasing the effectiveness of the unit. The demand increased for helicopter assistance in an ever expanding number of police situations, including chases and night searches, and in 1996 the detail was expanded to include a total of nine pilots and one supervisor.

This made it possible to provide 24-hour coverage, but the aging helicopter fleet could not meet the demands. To meet the increased demands for coverage and speed, SAPD used a federal grant and in 1996 purchased two Schweizer 330 turbine-powered copters, providing SAPD with an all-turbine helicopter fleet. During this time, the Helicopter Detail re-located its base back to Stinson Field, and the detail's name was changed from "Foxtrot" to "Blue Eagle."

In 1999, the 500C was sold and two model 333 aircraft were purchased, along with another FLIR unit, and upgrades were done to all aircraft. The Helicopter Detail attained a staffing strength of 12 (10 officers, one detective-investigator and one sergeant) and an equipment strength of four 333 helicopters and two FLIRs.



In addition to daily activities in support of law enforcement (including assisting Patrol, Traffic, SWAT, etc. in tracking and locating suspects, the Blue Eagle group also performs other valuable functions for the Department and the City. At Christmas time each year, Blue Eagle serves as the flying sleigh for Blue Santa, the namesake of the SAPD program that provides Christmas presents for needy children.



In 2000, the SAPD Helicopter Detail was awarded First Place for the "FLIR Bust of the Year", an international competition for law enforcement agencies around the globe.



March 19, Saturday – Aviation Exploring Post 816 will once again host the Girl Scout program, “Explore Aviation” at 9:00 am at Nayak



March 26, Sunday – Meet at Nayak at 7:00 pm. Chris Albert, a member of Post 816, will share his experiences of receiving his Pilot, Multi-Engine, Commercial, and soon-to-be CFI.

In addition, Bill Fowler, founder and owner of Twin Oaks Airport will share his experiences of building his own airfield of dreams 50 years ago.

Twin Oaks Airport has an asphalt runway, approximately 2,000 feet in length. Approximately 20 single engine and one multi-engine airplanes are based at Twin Oaks. It is nestled between houses, trees, and other buildings located about fifty feet from the runway.

San Antonio International Airport is located about 2 miles south of Twin Oaks Airport.

(Note: any and all programs are subject to change due to security, etc. You will receive a reminder call prior to each event. Other family members and friends are welcome to attend with you)



For further information, please contact:

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