

EAA Chapter 866 Smilin Jack Newsletter May 2013



Kip Anderson 1st Flight Sonex N809SX 04/26/13

Kip Anderson: Test Pilot!!!!

Experimental Sonex N809SX at 8:30 AM with Test Pilot Kip at the controls, broke the bonds of earth and took to the heavens like a homesick angel. Starting six years ago with a pile of aluminum and rivets and building each assembly until a complete airplane was created. Yesterday the FAA after a very careful inspection signed off her airworthiness certificate. Lining up on the long run way,18 at Space Coast Regional Airport the tower cleared us for take off. Test Pilot Kip slowly advanced the throttle and she started down the runway, at 40 mph she was getting light on her gear and as I firewalled the throttle she started to wander but I brought her back to the center line and we were airborne at 60 mph. We were soon climbing at 80 mph and reaching pattern altitude and leveling off she was soon doing 120 mph and it was time to throttle back. After one circle of the airport at pattern altitude it was time to climb and she could climb, soon reaching 6000 ft and leveling off reaching 130 mph. When I lowered the nose slightly the speed went to 150 mph in a heart beat. She didn't want to come down but after an hour of slow flight and turns at low and high speed it was time to come down. After clearance from the tower we lined up to land on runway 27 but she didn't want to slow down, but finally with power at idle she greased onto the runway to end a great and rewarding flight. This is the flight I have been waiting for since I was about 8 years old after reading a book by Chuck Yeager on test piloting.

Problems: None with the airframe or engine but the Voyager electronic instrument panel would not lock on to GPS so I had no navigation instrumentation but the trusty steam gauges were all that I needed. The trim system did not work as planned and may need some redesign but the controls are so light it was not difficult to hold. All the engine instruments worked perfectly and if I climbed too long at full power one EGT would give me a warning that it was reaching the caution limit. The vertical speed, altitude and speed tape on the Voyager panel all worked but it may take me a little time to get off the trusty conventional steam gauges.

During the post flight inspection there were no airframe or engine problems. The GPS now started working but the trim system is still an issue.

The biggest item on my bucket list has been checked off and now I have 39 hours to continue flight testing before I can take others up to experience the great little Sonex.

Kip Anderson Test pilot

N809SX

kipapilot@cfl.rr.com



President's Message

April was a pretty exciting month for most of us- Sun N Fun was a great venue for checking out everything new in the aviation world. Many of us were there, looking for parts, watching shows and volunteering. For all those who came and worked the week- many thanks for making it better, safer and more interesting for the rest of us!

Member sightings included, Stu who declined a golf cart ride with a couple of wild women pilots on the way to the parking lot, Alberto, Eddie and son, James, Larry and Loretta, Ben, Herman and Becky, Bruce, the maker of model airplanes, Jeff and a few others. It was a week full of wonderful stuff to do and see: Warbirds, Ultra-lights, helicopters, hot air balloons, lots of home-builts and many, many vendors selling everything. I was not immune to their siren song and came home with lots of parts and tools. Several night airshows were terrific displays of fancy flying. The AeroShell Aerobatic team put on quite a show in their North American AT-6s. Several mornings we were awakened in the campground to the sound of hot air balloons overhead. Then there was the obligatory weather scare- somewhat of a tradition at Sun N Fun! Although my camp was not damaged- we did get a bit of rain in the tents and some wet bedding- fortunately, there was a Laundromat with big dryers open until 10 pm in town. We closed them down. The week went by so fast!

Our April Breakfast was a big hit with 140 breakfasts and 19 patches sold plus a tip of \$3. Great job everyone!

We had quite a few fly-ins and some great looking airplanes. The Spruce Creek Gaggle had 4 groups of flight formations. It is always a treat to watch their performance!

For our April Meeting, Mary Wunder, a former ATC, and EAA member, gave a run down on tower closings. She opened the floor for questions afterward. I felt confident that her talk was very worthwhile and definitely apropos, considering the contract tower situation- many of which are in our area. Since that meeting, there has been a reprieve until June 2013. It will be anyone's guess as to which way this will go. Most of us use non-towered airports and remember to use vigilance and situational awareness to stay safe. Aviate, Navigate and Communicate.

Around the room on building projects: Bill Bilsky led the discussion with an update on his helicopter training. At the time- 10 hours. He also stressed the use of Comm 1, an excellent radio communications tool. It is an interactive computer program. Very good training tool.

Kip says he has turned the carburetor on his Jabiru 90 degrees and the problems have gone away; he's getting 100% power, but it is still not idling right, says he'll make some other adjustments- but he's getting close!

Steve gave a report on his Thunder Gull- gave up on lightening the tail and bought 30 lbs of lead to add!

Eddie is redoing the rudder on the Kit Fox.

Ben started a new discussion about irons and calibration for working fabric. As of the April Meeting, his Pietenpol was torn apart for its Annual.

Bob will be picking up his new CH 750 kit and Viking engine for *Little Bit*.

The Twister work continues and as of the April meeting we had installed the landing gear actuator and tested it with success and great satisfaction. We know that not much will be done first two weeks of April due to Sun n Fun and company, but we have great ambitions for the rest of the month.

Please see Kip to update your info for our EAA Roster. He is still missing a few EAA numbers.

Many thanks to Donna Thomas for the nice desserts.

The FAASTEAM seminar at Daytona on the 30th April will cover Convection and Seasonal Weather Changes. It will be at 7 pm in the Airline Room at Daytona International. There is no charge and every one of these seminars I have attended has been a worthwhile investment of my time. If you just take away *one* thing that helps you to be a better, more competent pilot, it is worth the drive or flight up there. Pre-register for "Wings" credit. You can also get a voucher for complimentary parking.

This month our Meeting will be May 1st at 7 pm in Building 10. Breakfast will be on the 4th. Hope to see everyone come out and join the fun.

Deborah Van Treuren, President

April Breakfast

Once again we had wonderful weather and the April breakfast was well attended. I think we fed about 135 or so. Our chapter has a good crew and we work well together. Everyone pitched in and made the thing go well once again. We can be proud because when we go to other fly-ins and even at Sun n Fun pilots recognize us and remark about how good our breakfasts are! A good time was had by most at the April breakfast.

Sun N Fun Adventure

Larry Gilbert

We've flown into Sun n Fun a few times mostly in the 80s and 90s and the last time was in 06 . Sun n Fun was a much bigger show as far as the actual number of fly in planes go back in those days.

This year Loretta and I decided to volunteer and work the show. She worked the registration and I helped park General Aviation airplanes. For me it was sort of like seeing a backstage tour of Disney or something like that. The inner workings of a show like that are very interesting and complex, especially when there are a couple of thousand airplanes to park! That detail has in charge, one of the most amazing women, her name is Donna Frantz. There is no doubt about who is in charge there! From keeping the aircraft coming in to park, separated by classes and category, moving to their designated areas by people stationed at every turn and intersection to taking good care to see that all of her people are well taken care of and most of all are kept safe. She can delegate well too as she has very experienced staff who out on the line move people around and decide where we can put two more airplanes when the lot looks full. (One of these people is our own chapter member Ed Brennan, known on the flight line as squirrel) What an interesting volunteer job this is, I enjoyed every minute of it even though a lot of this is in the brutal April Florida sun and can be very hot work. Most of the line personnel are younger than I am. When Donna asked me before we met, are you in good shape and can you run, I had to think about that some. When she said run I thought she meant in case of emergency could I get out of the way but I know better now because you sometimes have to run to intercept an errant arrival or get to a spot to turn a plane once they've entered the parking area. I did have to run once or twice but only for a hundred feet or so. AT 74yrs old it all still works pretty well for me, at least in my own opinion. I met some amazing and interesting people on that detail all with interesting stories.



This year we bought a couple of things from the vendors while we were there. If you've ever flown with me you couldn't help but be annoyed by the ignition noise constantly screeching in your headset (I think it is one way to teach dealing with distractions) well, now that's over because Fancy, our Citabria is now equipped with a couple of gadgets nailed on the magnetos called noise suppressors and the new quiet is deafening! Also ordered new upholstered seats with the new high tech foam cushions. If you fly with me now you'll have to wear clean jeans!

Tower Closings

Larry Gilbert

The closing of the contract airport control towers across the states has been postponed until sometime in June. If and when these towers are closed and we want to use these airports we simply have to go back to The basic habit of giving position reports from about 5 miles out and position reports in all phases of the traffic pattern. It's not hard if you've done your homework that is required by regs. concerning all of the information available at these airports before you fly to them. There are sometimes right hand traffic and you'd and sometimes pattern altitudes different from your home airport. You're supposed to know before you go!

Homework: What is the pattern altitude for airplanes at Dunn Airpark as published in the AFD? (no control tower here)

Over the years we've flown in to many fly-in events and with the exception of OSH and Sun n Fun there is almost never a controller involved. Landings and take offs are happening constantly. Granted, you have to be alert because not everyone does their homework but, it is very workable. When general aviation was in it's heyday these airports had many, many more movements than there is now and we even worked in some commuter traffic and corporate jets without towers and I can't remember a single accident due to the lack of a control tower. I've flown in and out of New Smyrna before the control tower was there with as much traffic (maybe more) than there is now without incident. It really should not be a problem now if they close that one. As far as training goes, if you need the control tower experience there's MLB,DAB, SFB and ORL all within a few miles of here. In my opinion some of the towers are not needed. Just my opinion! LG

[AVMAIL: APRIL 22, 2013](#)

Garnered (stole) this from Avweb e-newsletter, sounded interesting to me. LG

Letter of the Week: Managing the Message

I planned an FAA Safety Team seminar on the subject of non-towered operations at towers closed by sequestration. The speakers listed would be FAA Safety Team members, local ATC controllers, and FSDO inspectors.

The document was released to 8,000-plus pilots in the Tampa Bay area by FAASafety.gov around April 1. On April 3, I got a phone call from FAA Safety Team management advising me to revise the notice and remove any mention of FAA involvement. I expressed my extreme displeasure with that direction, but I revised the notice. Two days later I got a call from the same manager telling me that FAA HQ wanted me to change the title and remove any mention of the word "sequestration." In addition, I was advised to not discuss budgetary items or sequestration with pilots.

I cannot detail here what I said to the manager because a censor would redact them. I refused to change the title. I also threatened to resign as a Lead Team Rep (been one for 25 years) because I will not let the FAA trample on my First Amendment rights. The manager asked me not to resign, especially when I told him the next call I was making would be to the media.

The FAA is not paying a penny for the countless hours I have devoted to the FAA Safety Program. I refuse to be intimidated by faceless Washington HQ types who cannot stand the heat brought on by their total disregard for aviation safety.

The title of the seminar was revised without me. It was held last week with 66 pilots attending. We discussed everything that the FAA told me not to discuss.

This attempt by FAA HQ to manage the story cannot be tolerated. That's why I am writing this letter.

Jack Tunstill

OK, where are we this time?



Last month four members answered the "Where Are We," with correct answers. Fred Burgess was the first to ID Patrick AFB This one might make you scratch your head a little.

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If you know of a service available that you've had good luck with involving aircraft let me know so we can list for others in this newsletter

Here's a few

A1 Locksmith Titusville. Jim Longley had a pleasant experience with them when he lost keys to his plane.

Need Transponder cert.? Mr. Coffee located on Spacecoast Regional Airport 321 427 5239

Need Rib Stitchin? see the pres., Deborah

Sebastian radio shop located at Merritt Island airport has always given me good service on xponders and radios. lg

Sebastian Communication Inc

Sebastian Communication Inc
Merritt Island, FL 32953

Phone Number: (321) 453-6894
Web Address: www.sebcomm.com

Chapter Meeting

Weds. May 1, 2013, 7 PM

Building 10 – Dunn Airpark

Titusville, Fl

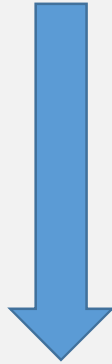
Chapter Breakfast

Sat. May 4, 2013 8:00 am

Building 10 – Dunn Airpark



**See Below: Dick House gave me a publication from the UK
Called Aeronautics, this was a weekly Journal these pages
Were copied from the October 9, 1918 edition. Got a kick out of this article**



REPORT ON THE ESSENTIAL CHARACTERISTICS OF SUCCESSFUL AND UNSUCCESSFUL AVIATORS*

With Special Reference to Temperament

By T. S. RIPPON, M.R.C.S., L.R.C.P., Lond., Captain, R.A.M.C., attached U.A.F.; and E. G. MANUEL, Lieutenant, R.A.F.†

The Temperament of the Successful Aviator

THE enormous number of pilots who have qualified recently is a proof that the aviator is not a "super-man." It is true that we see certain men who perform marvellous "stunts," but when we come to talk to them and examine them with regard to physique and mentality we find that they are quite ordinary people.

Flying is not now confined to the public school boy, the cavalry officer, or the athlete. We take many of our pilots at present from the lower middle classes and some from the artisan class. The most useful method of discovering whether or not the candidate or pupil is likely to become successful is to study the life-history of the pilots whom we know to be efficient. This demonstrates the fact that there are many characteristics common to the successful pilot which are absent from the pupil who has been withdrawn from instruction in flying on account of lack of aptitude.

Sport

The successful aviator has always the attributes of a sportsman. As a schoolboy he takes part in all forms of athletics and usually played for the school in one game at least. He joins the Air Force because he is keen on flying, as it appeals to his sporting inclinations.

Character

He possesses resolution, initiative, presence of mind, sense of humour, judgment; is alert, cheerful, optimistic, happy-go-lucky, generally a good fellow, and frequently lacking in imagination.

Age

The majority of successful pilots are under 25 years of age, the explanation obviously being that the resiliency of youth enables them to accustom themselves more rapidly to a new occupation and to recover quickly from the strain and stress they are called upon to undergo.

High-Spirited

Anyone who has lived with pilots for any length of time cannot fail to notice that they possess in a very high degree a fund of animal spirits and excessive vitality.

Amusements

When they have finished flying for the day their favourite amusements are theatres, music (chiefly rag-time), cards, and dancing, and it appears necessary for the well-being of the average pilot that he should indulge in a really riotous evening at least once or twice a month.

Alcohol

Alcohol is taken freely by the older men, but the young, fit pilot serving at home hardly ever touches it. It is not necessary to legislate on the subject of alcohol for pilots; they are well aware of the danger of taking too much before flying. The desire for alcohol comes with "nerves," staleness and stress of service, but the fit pilot needs no stimulant. In so far that on active service it enables a man to sleep after an exciting day and promotes good-fellowship in the mess, its effect may be said to be beneficial, but for the young cadet and the fit pilot on home stations it is entirely unnecessary.

Marriage

The majority of successful pilots are unmarried, and our own observations tend to show that marriage is a definite handicap owing to the increased sense of responsibility. If a man marries after he has flown several hundred hours, and flying has become automatic, marriage may not apparently affect him for some time. In some cases it may even make him steadier and more careful, but sooner or later it will in most cases have a definitely deteriorating effect.

Although this objection could be advanced for any branch of the service, yet a careful consideration will show that there are special reasons why marriage is an exceptional disadvantage to the pupil under instruction. The training of officers for the infantry, for example, is practically unaccompanied by danger, and it is only when drafted overseas that they may be said to begin to know fear. By this time, however, they have learned all their duties, and the discipline acquired will help them to face their possibilities. The pupil under instruction in flying, on the other hand, whilst learning to fly in conjunction with his other training, faces great dangers, in some ways almost as great as

he will ever be called upon to undergo. Being generally in England, he has not the feeling that he is in the actual zone of hostilities, and the risks he takes are, as one might say, undervalued as cold blood.

The unmarried man (faced with the possibility of crossing whilst doing his first solo) in most cases dismisses the thought of taking the risk in the same way as a horse-rider puts his nose at a fence in strange country. The married man has the knowledge of what death may mean to his wife and family, and moreover, has the opportunity in many cases of discussing it with his wife and manufacturing in his own home a condition of nervousness which eventually becomes so great that he confesses to his instructor that he has completely lost his nerve.

Occupation

We found that the best type of pilot was seldom drawn from a sedentary occupation, that those who had lived a sheltered life were not so good as those who had roughed it, and we discovered the interesting fact that most of those pilots who before they joined were in business or doing clerical work possessed considerable sporting aptitude, and as soon as they had finished work would hurry to the cricket or football field.

Hands

One of the most important characteristics we have noticed in successful aviators is "hands." The horse-rider with good hands is able to sense the mentality of a horse by the feel of the reins and also to convey his desires accurately to his mount.

In the same way the pilot with good hands senses unconsciously the various movements of the aeroplane, and rectifies any unusual or abnormal evolutions almost before they occur. The skilful pilot appears to anticipate "bumps." He is invariably a graceful flyer, never unconsciously throws an undue strain on the machine, just as a good riding man will never make a horse's mouth bleed.

"Hands" appear to be congenital and cannot be acquired, although they may be improved and *vice versa*. Motor-car and motor-cycle racing, owing to the powerful grip that must be maintained to keep the machine on the track, tend to spoil "hands" even if this faculty was previously in existence. We have produced a mechanical contrivance for the purpose of demonstrating the difference between light and heavy-handed pilots with which we are at present experimenting and which we hope will prove of practical value.

The Fighting Scout

The fighting scout is usually the enthusiastic youngster, keen on flying, full of what one might call the "joy of life," possessing an average intelligence, but knowing little or nothing of the details of his machine or engine; he has little or no imagination, no sense of responsibility, keen sense of humour, able to think and act quickly, and endowed to a high degree with the aforementioned quality "hands." He very seldom takes his work seriously, but looks upon "Hum-strafting" as a great game.

Mechanical Knowledge

The question whether this type should possess a knowledge of mechanism, and of the whys and wherefores of flying is a very debatable point. The authors, however, desire to express their definite conviction that the less the fighting scout pilot knows about his machine from a mechanical point of view the better. From the very nature of his work he must be prepared to throw the machine about, and at times subject it to such strains that did he realise how near he was to the breaking-point his nerve would go very quickly. It has not been possible as yet to obtain a sufficient body of evidence in support of this statement, owing to the unwillingness of pilots to confess their ignorance of engines, for reasons of *amour-propre*. Some of the most experienced and prominent pilots of the present day, however, uphold our conviction.

Examples of Successful Pilots

The following are examples of flying officers who have demonstrated their ability to fly and also to fight.

1. Lieut. D. Educated at Stonyhurst. Joined the R.F.C. after leaving school at age of 17. Played football, cricket, racquets, fives, and golf—obtained his first eleven colours at school. Rode, hunted, and drove a motor. Was self-confident, self-reliant, quiet, had a keen sense of humour, was able to make a speech in public, and did not mind being alone. Courage and bravery with him was a "cult." After a distinguished career in France, and being decorated with the D.S.O., he was wounded and became a test pilot. He was subsequently killed in an accident.

* Extract from the *Lancet* of September 28, 1918

† The authors of this paper are respectively a pilot of 600 hours' experience and a medical officer stationed at an aerodrome.

2 Capt. O. He was brought up on a farm and learned farming from a practical standpoint. He came of a stock of sporting farmers and was accustomed to hunt and shoot regularly as a boy. At the early age of 17 he took over the entire management of one of his father's farms which had previously been unsuccessful, and conducted it in such an able manner that it showed a profit at the end of the year. When war broke out he joined the infantry, where he obtained the Military Cross; he subsequently joined the R.F.C., and after obtaining a bar to his M.C. he had a serious accident, which has up to the present prevented him from resuming flying.

3 Lieut. L. This officer was brought up on a farm in South Africa. He was the descendant of the original Dutch emigrants to this colony. He was a skilful big game hunter and had the primitive instincts of hunting and fighting in a marked degree. At regular intervals he would disappear from his father's farm and wander by himself for months in the forest, subsequently returning and resuming his occupation. After a strenuous time with the infantry and wait for further service on account of wounds, he became a pilot, and eventually was killed in France.

4 Capt. C. Educated at Harrow and Cambridge. Played cricket, racquets, football, went in for swimming and gymnastics. Obtained his house colours for cricket and would have also got his first eleven colours, but was expelled. At Cambridge he would probably have got his blue but for the fact that he was sent down. From the University he went to South Africa, where he

played cricket to a considerable extent. He joined a cavalry regiment when war broke out, and subsequently transferred to the R.F.C. His favourite amusements are shooting and fishing. He rides, hunts, and motors. He does not read much, but prefers H. G. Wells when he does. He hates poetry, and prefers men's society to women. He was subsequently shot down by an anti-aircraft shell in France.

Results of Inquiries Addressed to Flying Men

In order to satisfy ourselves as to the accuracy of our opinions, we decided first of all to apply to fully qualified pilots for information, and issued a questionnaire in which information on the following points was requested:

Age.—Number of hours flying. Whether in France with R.A.F. Types of machines flown.—Married or single.—What is the essential characteristic of a good pilot?—Is alcohol necessary for aviators?—What is your occupation in civil life?—What games and sports did you go in for? What was your special game? Do you ride a horse? Hunt? Motor?—What is your favourite (1) author; (2) poet; (3) amusement; (4) composer?—Is marriage a handicap to an aviator?—What are your views on the selection of candidates with regard to temperament, etc.?

We issued about 250 forms, some to the pilots in our own mess. We gave others to visitors who landed on the aerodrome, and several delivery pilots who flew to France took with them

TABLE I—ANSWERS TO QUESTIONNAIRE
Series I

Serial Number	Age	No of Hours Flying	Whether on Active Service	Types of Machines Flown	Married or Single	Occupation in Civil Life	Is Alcohol Necessary	Do You Ride a Horse	Hunt	Motor	Favourite Amusement	Is Marriage a Handicap
1	31	120	Yes	Bleriot; Bristol; Avro; Sopwith, etc.	S	Schoolboy	No	Yes	Yes	Yes	Cards	Slightly
2	31	2500	No	All types	M	Farmer	Yes	"	"	"	Women	Yes
3	26	500	Yes	Scouts	S	Farmer	Yes	"	"	"	Sports	"
4	26	100	"	Curtis; Avro; R.E.8; B.E.2 C.; E.L.	S	Army	No	"	"	"	Motoring	"
5	25	4000	"	M.P.S.H.; F.E. 8; B.E.	M	Mechan. engineer	No	No	No	"	Natural history	No
6	25	100	"	Farman; Bleriot; Dep. etc., all sorts	M	Engineer	"	"	"	"	Theatres	No
7	24	150	"	F.E.; D.H. 4, 6	S	Manufacturer	Yes (mod.)	"	"	"	"	Yes
8	27	100	No	B.E.; R.E.; D.H. 4, 6, 9	S	Barrister	"	Yes	"	"	"	"
9	20	100	Yes	D.H. 4, 5, 6, 9; Pups, Martide, etc.	M	Nil	"	"	"	"	Shooting	Doubtful
10	27	800	Yes	Scouts	M	Motoring (hobby)	Doubtful	"	Yes	"	Betting	Yes
11	39	450	"	H.F.; Vickers; D.H. 2, 5	"	Naval architect	No	No	No	"	Theatres	"
12	18	175	No	Camel; D.H. 4, 6, 9; S.E. 5, etc.	"	Schoolboy	Yes (to some)	Yes	"	"	Dancing	"
13	20	200	Yes	34 types	"	"	No	No	"	"	Motoring	"
14	22	600	"	30 types	"	Student	"	Yes	"	"	"	No
15	26	1700	"	B.E.; D.H. 4, 5, 6, 9; S.P.A.D., etc.	"	Land agent	Yes (mod.)	No	"	"	Theatres	Yes
16	22	250	"	B.E.; Camels; S.E. 5; Scouts	"	"	No	Yes	"	"	"	"
17	30	70	No	D.H. 4; R.E. 8; B.E., etc.	S	Mechanic	"	"	Yes	Yes	Theatres, skating	No
18	24	375	Yes	Everything	M	Motor mechanic	No or mod.	No	No	"	Billiards	"
19	26	130	"	D.H. 4, 6, 9; Handley Page, etc.	"	Engineer	No	Yes	"	"	Whisky	Yes
20	23	3000	"	All types	"	"	"	"	"	"	Motoring	Slight
21	23	400	No	B.E.; A.W.; R.E.; B. Fighter	"	"	"	"	"	"	Flying	"
22	25	300	"	D.H. 4-9; F.E.; B. Handley Page	"	Various	"	"	Yes	"	"	Yes
23	24	215	"	21 types	"	Draughtsman	"	"	No	"	Music	Doubtful
24	26	1000	Yes	All types	"	"	"	"	Yes	"	Sports and women	No
25	23	130	No	All sorts	S	None	"	"	"	"	Open air	Yes
26	30	130	Yes	B.E.; R.E.; F.E.; A.W.; D.H. 4	S	Teaching	"	No	No	No	Theatres	No
27	19	75	"	Camel; S.E. 5; D.H. 4-5; A.W.	S	Schoolboy	"	Yes	"	Yes	"	"
28	25	150	"	B. Fighter; D.H. 4; S.E. 5; R.E.8	"	Student	"	No	Yes	"	Theatres	Yes
29	19	70	"	Pups; Camels, etc.	"	"	"	"	"	"	Billiards	No
30	23	200	"	Rotary's and Stationary's	"	Horse breeding	"	Yes	No	"	Flying	Yes
31	—	—	—	—	M	Farmer	"	"	"	"	"	No
32	20	120	Yes	Camels; D.H. 4, etc.	"	"	"	"	Yes	"	"	"
33	19	200	"	All types	"	Draughtsman	"	"	"	"	"	Doubtful
34	25	400	"	Mostly two-seaters	"	Civil Service	"	"	"	"	Theatres	"
35	27	3000	"	44 types	"	Schoolboy	"	No	No	"	Flying	Yes
36	20	200	No	14 types	"	School	Yes (mod.)	"	"	"	"	"
37	27	4000	"	D.H. 1-10; Flying Boats, etc.	M	Pilot	No	Yes	Yes	"	Shooting	"
38	27	150	"	22 types	"	School	"	"	"	"	Killing Huns and dancing	"
39	22	400	Yes	S.E. 5; D.H. 5 (Scouts)	"	Student	"	"	"	"	"	"
40	25	2000	"	All types	"	Nil	"	"	No	"	Billiards	"
41	22	2000	"	"	"	Mechan. engineer	"	"	"	"	"	"
42	21	150	"	"	"	"	"	"	Yes	"	"	No
43	21	150	"	Scouts	M	Nil	Yes	"	"	"	Skating	Yes
44	26	150	"	D.H. 4, 6, 9; A.W.; R.E.; B.E., etc.	"	School	No	"	No	"	"	"
45	24	150	No	Several types	"	Accountant	"	No	"	"	Sports (any kind)	Doubtful
46	24	300	"	All stationary engines	"	Prospector	Doubtful	"	"	No	Dancing	Yes

Series II

1	27	600	Yes	B.E.; R.E.; A.W.; D.H.; Handley Page	M	Dyer	Yes	Yes	Yes	Yes	Racing	No
2	19	25	"	Curtis; Avro; B.E.; Pup; Camel, etc.	S	Motor engineer	No	"	"	"	Shooting	Yes
3	23	95	No	D.H. 5; S.E. 5; Camel; Pup	S	"	Doubtful	"	"	"	"	No
4	22	490	Yes	F.E.; Camel; S.E. 5, etc.	S	Electrical engineer	"	"	No	"	"	Yes
5	19	500	"	Pup; Triplane; Camel; D.H. 9	"	Engineer	No	"	Yes	"	Sports	No
6	26	800	"	26 types	"	"	"	"	"	"	Women and sports	Yes
7	25	165	"	Pup; S.P.A.D.; S.E. 5; Camel; Dolphin	"	Manager	"	No	No	"	Athletics	No
8	19	364	"	A.W.; M.F.	"	Cash. undergrad.	"	Yes	"	"	Motor cycling	Yes
9	26	150	"	M.F.; B.E.; R.E.; D.H. 4; D.H. 9	"	Accountant	"	"	"	No	Reading	?
10	27	275	"	B.E.; A.W.; Camel; Avro	"	Engineer	Yes	"	"	Yes	Theatres	Yes
11	20	120	"	M.F.; B.E.; D.H. 6; Bristol fighter	S	Farmer	Doubtful	"	"	"	"	"
12	25	320	"	G.W.; D.H.; F.E.; Avro; B.E.; Camel; Pup	"	"	No	"	Yes	"	Sport	No
13	19	200	"	D.H. 6; B.E.; R.E. 8; Avro	S	Student	"	"	No	"	Music	Yes
14	26	150	"	M.F.; B.E.; R.E. 8	S	Window designer and dresser	"	No	"	"	Motoring	"

