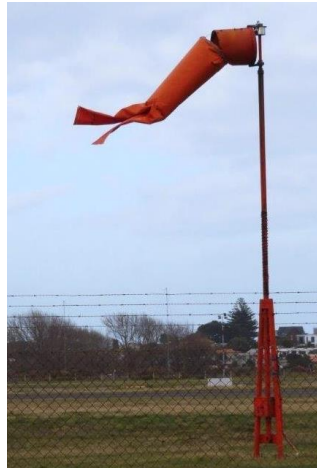




The 'Aviation Tales' Newsletter: August 2024.

So far, we have had a changeable month weather wise suspect it will continue that way.

Well, seems we are back to rain: Guess that's Spring!!



This local 'windsock' didn't survive the transition to 'Spring' all that well!

Aviation News.

AirVenture Oshkosh * July 2024



How many aircraft can you name from just some of the assembled participants?

For 51 weeks a year, EAA is an international community of more than 300,000 members that nurtures the spirit of flight through a worldwide network of chapters, outreach programmes, and other aviation related events.


But for one week each summer, EAA members and aviation enthusiasts totalling more than 500,000 from 80 countries attend EAA AirVenture at Wittman Regional Airport in Oshkosh, Wisconsin, where they rekindle friendships and celebrate the past, present, and future in the world of flight.

Whether you're an aviation enthusiast or an aviation novice, AirVenture has something for you.

No matter what your age, you'll be entertained, informed, and thrilled by the countless activities available that reflect "The Spirit of Aviation" all around.

There is uniqueness to each AirVenture that keeps lifelong attendees coming back for more.

You need to experience it to understand.

Perhaps one day 



There was certainly something for everyone at the 2024 AirVenture week.

The statistics make for interesting reading:

Around 686,000 people attended the show.

There were 861 exhibitors.

98 countries were represented.

The world's biggest aviation show just continues to grow after last week's fly-in convention set new marks in attendance, exhibitors, and overseas participation at Oshkosh's Wittman Regional Airport.



Where else can you see an airworthy Boeing B29 this close?

Aviation Personalities from the past.

Oscar W. Sepp and the F-111 crew escape module.

The development of the high-speed F-111 swing-wing aircraft during the 1960's included the demand for a new type of crew escape system.

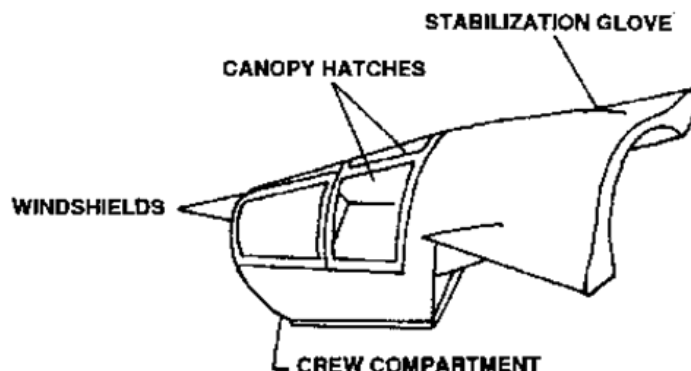
The ejectable crew module was designed to meet this need.



And here is an F-111 all in one piece!

This crew escape system provided the maximum protection for the crewmembers throughout the aircraft performance envelope and included capabilities for safe ejections at maximum speed and altitude as well as at zero altitude.

The module is self-righting, watertight, has flotation provisions, and provides protection for the crewmembers from environmental hazards met on land or water.



Side-by-side crew seating facilitates safe and effective performance, allowing crew to work together and aid one another in performing mission tasks while still maintaining their forward visibility which is an important factor in high-speed, low-level flights.

An example of a preserved escape module:



This example of an F111 escape module is cared for by the volunteers at the Ashburton Aviation Museum.



The remains of an F-111 escape module with the 'Stabilization Glove' still fitted:

And is awaiting a future restoration with the good people at the Dumfries and Galloway Aviation Museum - Scotland.

Enter Oscar W. Sepp.

From Ejector seats to flight crew modules, many military flight crews lives have been saved by the inventions of Oscar Sepp.

Oscar Sepp attended the Massachusetts Institute of Technology, where he graduated with a degree in mechanical engineering in 1954.

He was commissioned a second lieutenant in the United States Air Force soon after graduation and assigned to Wright-Patterson Air Force Base in Dayton, Ohio.

Sepp's first patent application was an invention for the Colgate-Palmolive Co. during 1954 for Brisk toothpaste. The invention: the pop-top toothpaste cap!

"The tubes were filled from the bottom up. I remember thinking to myself, 'So many people lose those caps. There's got to be a better way' to cap toothpaste," Sepp told the Daily Facts in December 2007, recalling a tour of the toothpaste factory.

"I always was doing something that involved something new, a challenge," Sepp said.

Oscar Sepp has a long history not only with inventions but with saving lives.

He designed escape systems for aircrew, including improved ejection-seat technology.

Many military crewmen are alive today thanks to his work.

After active duty, he worked for 55 years in technical and management positions both in government and the aerospace industry. Sepp also designed the "Igloo White" parachute system that deployed listening devices, along the Ho Chi Minh Trail during the Vietnam War.

His awards and citations for his contributions to the military include:

- ✓ An Air Force Commendation Ribbon for his work at the Air Research and Development Command at Wright Air Development Center in Dayton, Ohio for the development of ballistic control devices
- ✓ An Air Force Systems Command Certificate of Merit for modifying the F117 stealth aircraft ejection seat.
- ✓ A Survival and Flight Equipment Award for lifetime achievement in design.

The "Igloo White" system became effective in finding the enemy through the use of 'listening devices' that were parachuted in alongside the enemies trails and roads to provide real time target information for accurate airstrikes.



This is an example of one of the 'listening devices' Insitu.

Restoration News

This lovely Scottish Aviation Twin Pioneer is now being cared for by the Historical Aircraft Restoration Society Inc. (HARS) in New South Wales, Australia.



Twin Pioneer - VH-SYS (Sometimes known as the 'Twin Pin')

The HARS Twin Pioneer

Scottish Aviation Twin Pioneer VH-SYS has joined the HARS collection at Albion Park in New South Wales, having been based at nearby Wedderburn for many years

This 1962-built British classic made the short flight to its new home on July 30.

It was the penultimate example from a production run of 87 airframes, and initially flew with the Royal Malaysian Air Force as FM1066. Entering civilian hands during 1972 when it was acquired by the Australian company, Aerial Agriculture.

It sat in open storage until January 1982 until being certified for flight operations that it undertook until 2011.

Transferred to Wedderburn as VH-EVB, further work was carried out, latterly by a team of volunteers led by Richard Thompson. It successfully flew again a few years ago, with Richard changing the registration to VH-SYS in tribute to former owner Sy Allsep.

The prototype Scottish Aviation Twin Pioneer first flew from Prestwick in June 1955 and made its debut at that year's Farnborough Air Show.

This aircraft is a large all-metal high wing aircraft with a generous cabin for bulky loads or seating for up to 14 passengers and powered by two reliable 560hp Alvis Leonides engines.

The wing with leading edge slats and Fowler flaps, the wide undercarriage and triple tail surfaces all combined to give an impressive STOL performance.

Early strong interest from civil and military customers resulted in Scottish Aviation planning a production line for 200 Twin Pioneers.

Different models of Alvis Leonides engines were fitted to later production aircraft and the Twin Pioneer Series 2 had the more powerful P&W R-1340 Wasp radial engines fitted.

Tailpiece



The tail of VH-SYS is such a distinctive feature of the Twin Pioneer.

- Do you have any interesting aviation topics you would like mentioned in future newsletter edition?
- Have any of the articles you have read in this newsletter edition require further explanation?

This month's motivational statement:

“Your passion is just waiting for your courage to catch up.”

Isabelle Lafleche

The ‘Aviation Tales’ newsletter is produced monthly

For further information and services

Please contact:

johnskene66@gmail.com

[and / or](#)

www.aviation-tales.com