



FortuneONE.org CreatorKeith.com

PeaceSummit2020@gmail.com

+1 770 377-2106 Asheville NC USA

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procreate author gifted by Keith Brent Duncan, BidOnKeith.com (c)(r)(rm)

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Today we attend Brisco Field EAA690.org Experimental Aircraft Association monthly breakfast member meeting. Attendance is 115 pilot owners. A few Young Eagles attend. Most are aged 50 to 90. No Old Bold pilots old adage.

<https://www.eaa690.org/team>. (404) 857-2492 Hangar. info@EAA690.org

Host: Louis Pucci - President. Dues Individual due rates \$35. Family \$45.

Presentation starts 10am in EAA A/C hanger edge of Brisco field. My old friend Scott Haslop based here with his EAA Atlanta II aerobatic two seater (side by side) I visited Scott many times including with my son Kyle Duncan who I took to Oshkosh 2005 drove in from airport with Cirrus CFO executive since we missed last shuttle bus.

Dr. Jean is 68yold most extensive PHD history in Military Aviation. WW1 Fighter Aircraft conception and Evolution.

June 28 1914 Assassination of Archduke Franz Ferdinand of Austria. 28Jul1914 Hungary declares war on Russia. USA entry 6April1917. The Great War. Saw introduction of new weapon systems. SubMachine guns, improved Artillery, portable mortars, tanks, poison gas, submarines, air warplanes Chinese used Kites 200BC carried observers. French Revolution 1794 Hot Air balloon observation. Italo Turkish War 1911. WW1 start only 600 aircraft existed. Reconnaissance, trainer, combo. Visual, photo recon, artillery spotting. Supply chain destruction.

First air pilots would shoot pistols, then rifles at other aircraft. All airframes were hand built with available power plant engines. Official specifications non-existent and based on un-engineered assumptions. Machine Gun synchronization problems. No aerial combat experience or feedback to drive new designs. Either separate gunner in back, or pilot shooting through PROP or on side wings. 1st fighters were too heavy, underpowered, unable to catch targets. Then started with fixed gun solution. Scout aircraft were most effective, light weight, soon they put a geared gun tied to propeller synchronizer to shoot through propeller arc. Adage If its stupid, but it works.. it is NOT stupid. 1st true fighter Morane Saunier Type L. Meet the Fokker's reverse engineered British technology for Germans. Used steel tubes rather than wood plywood. Next was Fokker 'Eindecker' Lessons learned: Try anything that ?might? work, Performance DOES matter. Total of 1st generation

fighters about 4,000 total. 2nd generation limited by lightweight powerful engines limited to 80 to 110 H.P. Most radial design, castrol oil labs. 1911-1912 French brothers had race planes converted to Nieuport 10(a2) Biplane, smaller lower wing. Starting mounting rockets to shoot down observation hydrogen balloons. Reynolds #'s where engineering different cambered thickness of wings based on load factors and flying speed. Size spars, structural integrity, flex, different leading edges versus boundary layer of air low and high speeds. Affects Stall speeds. DeHavillian designed Airco DH.2 'mini fee'. Pusher design, gunner in front. German Eindecker E IV had 3 machine guns. Fokker D IV. 1st use ailerons Oswald Boelke and Max Immelmann. Pilot requirements. High speed, ceiling long range, reliable, tough, heave firepower. Maintenance Req. Easy serving MTBF, easy repair, etc.

2nd generation fighters about 2500 total aircraft produced Nieuport 11 & 16 were 1485.

Next series is about rest of WW1 advances. Most aircraft good for 1.5 hour flight time, very limited range depends on climbing and air conditions. Rotary engines had higher power per weight ratio and air cooled. Bentley engine was 245 h.p. Newport 17 and Camel. Gryo effect about spinning and maneuvering. WW1 pilot training about 15 hours. Life expectancy for British pilot was 6 weeks. Basically NO instrumentation or gauges. Small arms could shoot about 2000 feet.

3rd generation where massively improved in all aspects.

End at 11am.

Dennis Hoff volunteer at Oshkosh needs transportation. Dennis and Teresa Desousee. Soloed last year.

Summer Camp. Teresa Brown, Gay Roberts, Pam Sidhi.