Nihad Daidzic

Posing while performing experiments in zero-gravity in NASA’s KC-135 (modified B707)

Some photos while working at the National Center for Space Exploration Research (NCSER) at the NASA Glenn Research Center in Cleveland, OH.
Departing Burke Lakefront Airport to the North-West in PA-23-250 (Piper Aztec E)

Arriving to Ohio State University Airport (March 2001). On the visual approach and stabilized on airspeed and rate of descent on the 2 miles final.
Cruise at 9,000 feet and 200 knots true airspeed. Final preparation for the KEATN-TWO arrival into Cleveland Hopkins Intl’ and Burke Lakefront Airport. Eiichi Fukushima is in the right seat.

George (Autopilot) doing the flying while I pose for the camera. Eiichi Fukushima is co-pilot on the right seat, while Masami Nakagawa is taking the shot from the back seat.
On the visual approach for the runway 24R(right) at the Burke Lakefront (BKL) airport. Downtown Cleveland and the Lake Erie on the beautiful sunny afternoon (March 2001).
We landed at Burke Lakefront airport on runway 24R.
Me in the airplane while George Gilby, Larry Barna, and Nathan Kaludy are checking for the external power connector (the airplane battery is dead).
Me with the Oxygen mask on the ground in preparation for the high-altitude checkout in Cessna 340 pressurized twin.
Climbing through clouds (in Instrument conditions IMC) in C-340 to 24,000 feet.
In the C-340 climbing toward 24,000 feet for some high-altitude training. Finally some sunshine comes at 20,000 feet.
Me “struggling” to put the Oxygen mask and flying the airplane at 24,000 feet in C-340 pressurized twin. At least it wasn’t a real rapid/explosive depressurization/decompression emergency otherwise I would have need something much warmer in the –35 degrees outside air temperature.
Me putting a 20 lbs parachute on in preparation for the aerobatic flight. Of course, we are hoping we will not have to use them (cannot log the landing), but parachutes are required in accordance with Federal Aviation Regulations. I am flying with a world-famous aerobatic instructor, former test and navy jet pilot, and aviation writer and author of several pilot books – William “Bill” K. Kershner. We are flying in Bill’s venerable Five-Seven-Lima, Cessna Aerobat. (Photo by Peter Struk).
Posing in front of Bill Kershner’s Cessna “Aerobat” N7557L. Aerobat is an excellent airplane for basic aerobatics although inverted flight is restricted to 10 seconds only. Aerobat is designed for +6G/–3G flight loads. An average untrained person would become unconscious after +3G for about 5 seconds. Today we will be pulling up to +4.5G down to –1G negative (if we mishandle maneuvers and start hanging on our shoulder harnesses in inverted flight). A loop takes about 14 seconds to complete in Cessna Aerobat. Immelmann (called after the WWI German pilot Max Immelmann who invented it) and the Cuban 8’s (named after the Cuban Air Force maneuver) require highest entry airspeeds (130 KIAS in Aerobat) to accomplish. (Photo by Peter Struk).
Here we go! Strapped in a seat with a parachute. Doors can be “easily” (said here!) removed in flight if we need to bail out (no eject button!) Today we will be doing upright Loops, Aileron Rolls, upright and reverse Cloverleaf’s and Cuban 8’s, Split “S”, Immelmann’s, Barrel Rolls, Vertical Snap Rolls with Hammerhead’s and/or tailslides, and if that is not enough (to make one sick) then we will do some 20-turn spins for a dessert!!! It is actually a lot of fun but do not eat greasy burgers or bean burritos just before you fly aerobatics!!! (Photo by Peter Struk).