

IN MY AEROPLANE

(THAT'S BUILT FOR TWO)

The Outer Marker

Volume 18 Issue 2

Bonnie Gottschalk - Editor

With Ukulele Arrangement



Words and Arrangement
by
SUSIE KELLY DEAN
Music by
C.J. BRYAN

The BROADWAY Music Pub. Co.
Panama City, Florida.



President: Michael (Mike) Bodine

Vice President: Bill Rudd

Secretary: Kim Ochoa

Treasurer: Kathleen Wollen

Young Eagles Coordinators:

Linton & Kathleen Wollen

Technical Counselor:

Egisto (Fred) Salvatori

Newsletter Editor: Bonnie Gottschalk

Webpage Editor: Mike Smith

Facebook Editor: Mike Smith

2022

“Important Dates”

General Meeting

February 12th

8:30 AM

Gateway EAA Chapter 1401

Merced Regional Airport

HANGAR 10

Board Meeting

March 3rd

7:00 PM

Mike Bodine

2519 Sea Breeze Ct.

Merced, CA



Bonnie Gottschalk, Editor

Happy Valentine's Day!

Hello Flight Enthusiasts!

As I mentioned in the January Outer Marker, we have lost a couple of great people from the board; Wes and Deb Toland. They are moving to Oregon but will continue to visit us often. I told you Bill Rudd accepted the position of Vice President which left his current position of Secretary open. Good news! Kim Ochoa has volunteered to become our Secretary. She has experience as she has held the position in several other groups. Therefore, pending members agreement this month she will take over in March.

June 11th is National Young Eagles Day. This year it lands on our General Meeting date. The board were discussing doing some type of small group Young Eagles Event that day. If you have any suggestions, please bring them up at the meeting for discussion.

We are trying to increase our membership with younger adults if you have any ideas as to how we can achieve this goal feel free to bring them up at the meeting. I am currently working on a brochure to place at TDL and possibly Merced Junior College and the University.

Since we did not meet last month, I placed an article I found interesting that I found on Facebook about a brave Helicopter rescue. I hope you find it interesting. As always, I pray God blesses you all with good health, prosperity and clear blue skies!

Bonnie

President's Post



Mike Bodine

February 12, 2022

Gateway EAA Chapter 1401

Our February General Meeting is February 12, at 8:30AM at Merced Yosemite Regional Airport, Hangar 10.

Introduction of our new chapter 1401 officers,

Bill Rudd Vice President

Kim Ochoa Secretary.

This change was all brought about by the resignation of our current VP, Wes Toland, who is moving to Oregon.

Our guest speaker will be Jon Kwiatkowski, speaking on photographing aircraft at Merced

We are still in the process of developing our EAA Brochure, to be placed in public places, to introduce EAA chapter 1401 to the public.

We are still looking for a speaker for the March 12th General Meeting.

National Young Eagles day is June 11! Should we consider our Young Eagles event on the same date? It would match our normal June meeting date.

Many of our chapter members have already scheduled for the EAA National Event in Oshkosh July 25 – 31, 2022. Is anyone else interested?

2022 Gateway EAA

Tentative Meeting Schedule

Board Meetings	General Meetings	Meeting Location	Meeting Agenda and Activity
Dec 30	Cancelled due to cold weather	EAA Hangar #10	Aircraft display only
Feb 3	Feb 12	EAA Hangar #10	Jon Kwiatkowski Presenting Photographing Aircraft in Merced Aircraft display and Social
Mar 3	Mar 12	EAA Hangar #10	Aircraft display and Social
Mar 30	Apr 9	EAA Hangar #10	Aircraft display and Social
May 5	May 14	EAA Hangar #10	Aircraft display and Social
Jun 2	Jun 11	EAA Hangar #10	Aircraft display and Social
Jun 30	July 9	EAA Hangar #10	Aircraft Display and social
Aug 4	Aug 13	EAA Hangar #10	Aircraft Display and social
Sept 1	Sept 10	EAA Hangar #10	Aircraft Display and social
Sept 29	Oct 8	EAA Hangar #10	Aircraft Display and social
Nov 3	Nov 12	EAA Hangar #10	Aircraft Display and social
Dec 1	Dec 10	EAA Hangar #10	Chapter Christmas Party and Aircraft display



North Catasauqua Police Department

January 12 @ 5:01 AM

On January 11, 2022 a Lifenet Medical Transport helicopter transporting an infant girl from Chambersburg Hospital to Childrens Hospital of Philadelphia crash landed in Upper Darby, Delaware County PA. Facing the most scariest of situations the pilot of the helicopter was able to avoid schools, buildings, businesses, high traffic areas, poles and power lines before crash landing near a church in Drexel Hill. Pictured here is a member of the flight crew exiting the helicopter with the infant girl in his arms, caring for her and making sure she was safe immediately. The pilot not only saved the lives of the flight crew, the infant girl and countless other lives, the pilot and crew also took steps after the crash to stop leaking fluids and fuel coming from the helicopter. Emergency agencies, FAA, and the NTSB is calling this pilot and crew heros and this crash nothing less than a miracle. All three members of the flight crew and the baby are expected to survive and have been treated with non life threatening injuries. This pilot truly is a HERO!!!



From: Kwiatkowski, Jon

Sent: Thursday, December 02, 2021 6:30 AM

Subject: Postcard from the Merced-Yosemite Regional Airport (Wish You Were Here)

-Postcards From the Merced Airport-

Yesterday, another rare vintage aircraft stopped off at the Merced-Yosemite Regional Airport.



1942 Ryan PT-22 "Recruit"

N46751 (Serial number; 2176)

(1,048 "Recruits" were made)

(Known commercially as the Ryan Aeronautical ST3KR)

(118 ST3KR's were made.)

Operational history;

The PT-22 was developed in 1941 from the civilian Ryan ST series. The earlier PT-20 and PT-21 were the military production versions of the Ryan ST-3 with a total of 100 built.



The PT-22 was the United States Army Air Corps' first purpose-built monoplane trainer.

The rapid expansion of wartime aircrew training required new trainers, and the Ryan PT-22 was ordered in large numbers. Named the "Recruit", it entered operational service with the U.S. Orders also were placed by the Netherlands, but were never realized as the nation capitulated to Axis forces. The small order of 25 ST-3s was redirected to the United States and redesignated as the PT-22A. Another order also came from the U.S. Navy for 100 examples. The PT series was in heavy use throughout the war years with both military and civil schools, but with the end of the war, was retired from the USAAF.



Performance;

Maximum speed: 125 mph

Cruise speed: 100 mph

Stall speed: 62 mph

Never exceed speed: 190 mph

Range: 231 mi

Service ceiling: 15,400 ft

Armament; None

Avionics; None



Several PT-22 remain in flyable condition worldwide, as the aircraft continues to be a popular sport plane and warbird.



(In 2015, Harrison Ford was flying a vintage model of such a plane, Ryan Aeronautical ST3KR, when he performed an emergency landing on a golf course near the Santa Monica Municipal Airport. The actor suffered broken bones and required surgery.)

Cheers!



Jon Kwiatkowski
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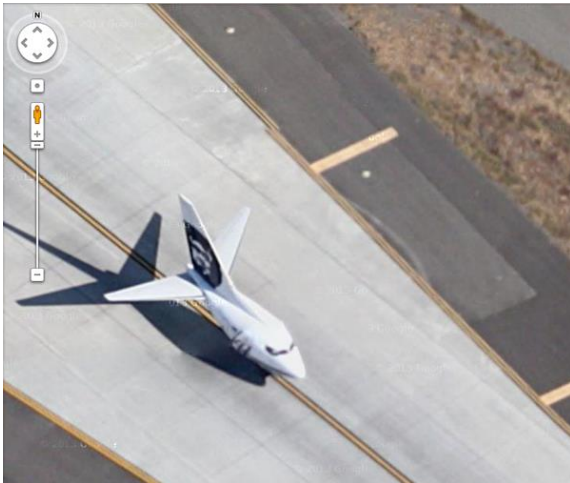
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The baby airplane is about to make its first attempt to leave the nest.
Google Maps spotted the Top-Secret stealth function on the F22.
Invisibility!



RC AIRPLANES

Just like when he was growing up little Jonnie gets a new airplane on a rope

A BIT OF HISTORY

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How the US Air Force picked pilots for the world's first stealth aircraft



A crew chief communicates with a pilot during preflight checks on a F-117 preparing to redeploy to the US after Operation Desert Storm. CORBIS/Corbis via Getty Images

- The US Air Force was very picky about who got to fly the F-117 Nighthawk.
- Only after strenuous training in classrooms and simulators were they actually allowed to get into an F-117.
- The 558 pilots who earned the title "Bandit" are some of the most elite military aviators in history.

The US Air Force's flight schools have a reputation for churning out some of the best pilots in the world. But not even with that standing, only 558 in the service's entire history were ever able to earn the title "Bandit" — the name awarded exclusively to pilots assigned to fly the top-secret F-117 Nighthawk stealth jet.

During the first years of the Nighthawk program in the 1980s, candidate pilots were drawn from a pool of fast-jet pilots. Only fighter or attack pilots with minimum of 1,000 hours were considered for the job, though candidates with 2,000 or more hours were preferred, given their extensive piloting experience.

According to Warren Thompson in his book, "Bandits over Baghdad," stealth program brass struck a careful balance between recruiting pilots with phenomenal service records and pilots who were known to push themselves to the edge of the envelope — constantly demonstrating their prowess in the cockpit of the latest and greatest multimillion-dollar fighters in America's arsenal.



An F-117 lands at the Fresno
Yosemite International Airport,
September 15, 2021.
US Air Force/Capt. Jason Sanchez

Early Bandits already in the program, having earned their number, were allowed to refer fellow pilots from other units, based on critical evaluations of their skill and abilities as military aviators.

The majority of candidates, however, came from fighter squadrons whose commanding officers were vaguely instructed to cherry-pick one or two of their very best pilots, and send them to Arizona to begin training on a new airframe.

Nobody, including the selectees themselves, had much of a clue what they were about to get involved in.

Further adding to the mystery was the fact that this "new" airframe was actually the A-7 Corsair II, an attack jet which had already been in service with the Air Force for a number of years.



An F-117 Nighthawk.
Staff Sgt. Aaron Allmon II/DoD

Nighthawk program evaluators chose the A-7 for its similarity to the F-117 in terms of handling, cockpit layout and flight characteristics. Upon the conclusion of their flight training, candidates would appear for a final series of check rides and tests in Nevada. The 162d Tactical Fighter Group of the Arizona Air National Guard handled this segment of the selection phase on behalf of the 4450th Tactical Group. The 4450th was the cover for the Nighthawk's existence, drafted up by the Air Force as a supposed A-7 flight test unit.

The casual observer, and even other military personnel not read into the Nighthawk program, would merely see this outfit as yet another one of the Air Force's myriad boring units, though in reality, it was anything but that.

If the candidates survived the A-7 flight course, passed their final tests in their new jet, and were approved by the selection cadre, they were finally told what they were really there for — to be the next breed of American black operations pilots, flying an aircraft the government habitually denied even existed.

The Nighthawk was developed more as an attack aircraft than a fighter, though it was still granted the "F" designation like other fighters the USAF fields today. Built to evade and avoid radar detection, the F-117 was the deadly ghost America's enemies didn't see coming or going, even after it was too late, and the bombs had already deployed from the jet's twin recessed bays.

All prospective Bandits were now introduced in-person to their new aircraft at the Tonopah Test Range, a highly-guarded military facility known to [play host to some of the most secretive](#) Air Force projects ever undertaken.

After strenuous classroom sessions followed by training missions flown in top-of-the-line simulators, pilots were then taken back to Arizona to Luke Air Force Base, where they would train briefly on the F-15 Eagle, learning to perform a "no-flap" landing, which would simulate the Nighthawk's handling dynamics during approaches and landings.

An F-117 lands after a mission over Iraq,
March 20, 2003. AP Photo/U.S. Air Force,
Master Sgt. Terry L. Blevins



After passing muster, the candidates were handed the figurative keys to the F-117 and were allowed to fly for the first time. Upon their first solo in the Nighthawk, each pilot was assigned a number and were officially awarded the title "Bandit."

As no Nighthawk was ever built with a twin cockpit, instructors flew near their candidates in chase planes while maintaining constant radio contact.

After further nighttime and daytime training missions which qualified pilots to operate their jets in adverse conditions, a battery of tests and evaluations followed.

By this time, the class was severely depleted in size — the starting quantity of candidates diminished over time either because pilots opted out of the program or were dropped by evaluators and instructors just because they weren't good enough to fly this next-level aircraft. If the candidate was successful in his very last round of testing, he would be sent for further training to become combat qualified and would be initiated as a permanent member of the Nighthawk community.

Pilots were then sent to an operational squadron, where they would go on to fly daring missions in extreme secrecy around the world, from Panama to Yugoslavia, and onward to Afghanistan and even Iraq.

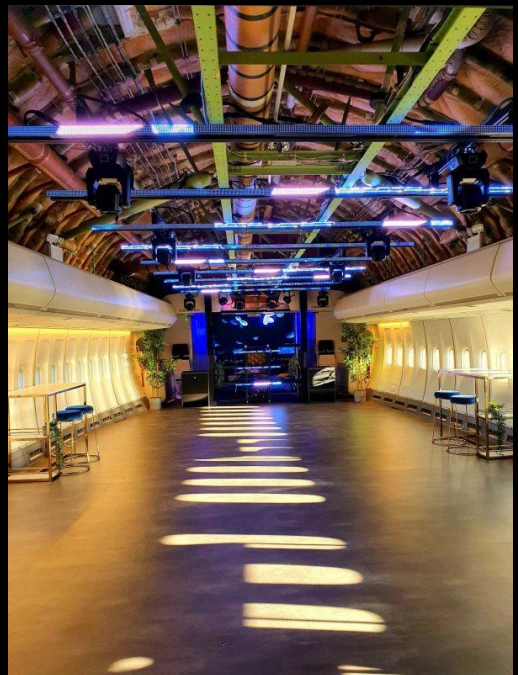
The Nighthawk has since been retired from service, having been replaced by the F-22 in its role as a stealth attack jet, though the Bandit number has been permanently capped at 558, forever sealing the status of these pilots as some of the most elite military aviators in history.

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