



Flyboy News

<http://chapters.eaa.org/ea39>

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Milo Schindler

1936-2020



Mom and Dad at Oshkosh. Dad attended AirVenture around 1972 and went every year after. We rarely had vacations in our family. If Mom wanted to go on vacation we went to Oshkosh with Dad. It was very much part of their lives and more so later when they both became volunteers.



Dad always had some sort of plane in the garage for as long as I can remember. The RV-9 was his latest of course. Dad, I don't think entered into aviation for the love of flying but instead for the thrill of building something. If he wasn't working on a plane, he was working on various automobile projects.



Dad loved working with Chapter 39. Whatever needed to be done, he was willing to do what he could to help. Here he is checking the paperwork for Young E.agles



Doing what we loved to do; cooking hamburgers. We could always be found at this grill.



Early photo of the Mustang II build. This was his first. He didn't finish it but when on to re-build a Citabria and Ercoupe then finally the RV-9.



Photo of Dad at Oshkosh with his granddaughter Madeline.



Dad volunteering at Oshkosh with granddaughter Madeline and Grandson Quinn.

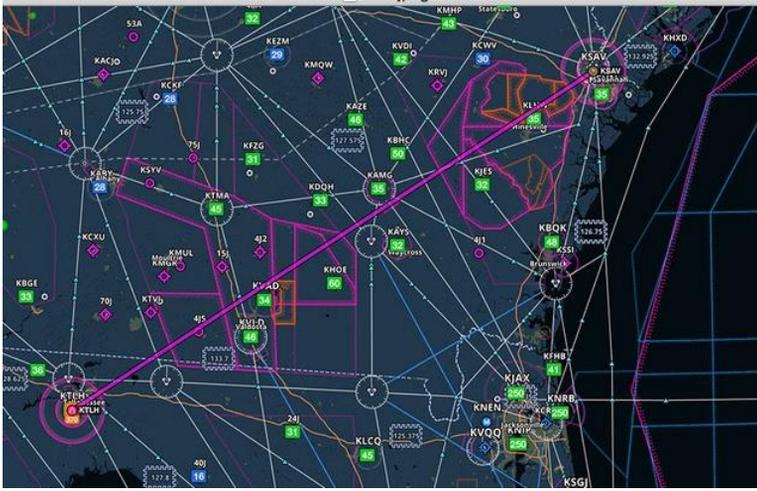


Mom and Dad at a Chapter 39 party at their house. Manning the burgers of course.



Pinning of my Aviator wings, US Army Ft Rucker, AL. 1996

Thanks to Kristin Schindler Hasse for the pictures and memories.



Go Or No Go: VFR Ahead Of The Front
by John Zimmerman

[Click to read](#)

Upcoming Events

AOPA Fly-In

Postponed until 2021 Casper WY

Tentative new date: June 18-19, 2021

Let Freedom Fly " Air Show

July 4th Pierre Regional Airport

Royal Canadian Air Force Snowbirds (and others) will be performing

Ellsworth AFB Air Show

July 25 & 26

Cancelled

Chapter 39 Labor Day Fly-in (or drive-in) Breakfast

September 5 at Custer State Park

Next Meeting:
Tuesday June 9

See President's Corner

If anyone has ideas for programs, please contact Josh jscott_09@iCloud.com or Arie ariemichael1@aol.com

Officers

President	Josh Scott
Vice President	Arie LaCroix
Secretary	Gary Schroeder
Treasurer	Dan Benkert

Volunteers

Newsletter	Molly Benkert
Young Eagles	Darrel Sauder
Safety Officer	Jerry Densmore
Tech Advisor	Jerry Densmore

Treasurer's Report

By Dan Benkert

Balance brought forward.....	\$4130.50
Income:	
Dues X 1.....	20.00
Expenses:	
.....	0
Balance on hand.....	\$4150.50
GAAC.....	\$4082.54

President's Corner

By Josh Scott

I hope this month's newsletter finds everyone doing well! Hopefully you're finding ways to get out and enjoy yourselves and your families. I am planning on having a meeting this month. We will send out the details in a separate email and will update the website, so keep your eye out for that. I think we could all use some airplane time together. I look forward to everyone's project updates and ideas for our chapter!



Editor's Favorite Picture of the Month

Member Profile

By Jay Edmiston

My interest in aviation began very early, having grown up on Ellsworth AFB watching big noisy airplanes. I took up skydiving in college and also had my first flying lessons although the usual time and money constraints put a hold on that. In 1982, I finished college and was off to USAF pilot training in Mississippi. After graduating, I flew B-52H bombers in Michigan and then was selected in the mid-80s as part of the initial cadre for the B-1B at Ellsworth. In 1990, I became a civilian again, eventually flying BE-1900s with Mesa Airlines and both the B-737 and B-757 at America West Airlines in Phoenix. I have about 9000 hours in over a dozen types of aircraft.

Medical issues took me out of professional flying in 2000, and I returned to government work at the National Geospatial Intelligence Agency as an aeronautical analyst creating aviation charts for military use. While there, I also trained as an imagery analyst, spent time as a staff officer, drifted into contracting related programs, and then moved into supervisory and middle management positions finishing my final year attached to the Drug Enforcement Administration as an intelligence analyst before retiring. Very interesting place to work.

As many of you know, I'm deaf, but with the use of cochlear implants (CI) I hear just like everybody else again, probably better than your average pilot given the noise exposure we all get. I visited the FAA aeromedical folks at Oshkosh a couple of years ago and discovered CIs were no longer disqualifying so I began the rather long process of reacquiring a medical certificate, finally receiving my first class in February. Having also discovered that there really, truly was a pilot shortage, my plan was to apply to some regional airlines and go back to work since they were actually hiring older pilots. It would have been great to get up in the air regularly and mentor some of the younger folks again. Alas, if there is an upside to COVID-19 it's that it cured the pilot shortage. Perhaps I'll find some part-time flying.



Shortly after being selected for the B-1B



Meeting VP Bush 1988

These days, I'm seriously looking at building a Van's RV-10. Between the quick build options and the really nice yet affordable IFR panels you can install, this seems to be a great time to start. I've been a bit slow getting around to talking with others who have built or purchased thanks to house remodeling efforts but will try a little harder.

I have a fairly broad number of interests in life including travel, photography, writing, biking, furniture refinishing, and other stuff. My wife Susie and I have no kids, but have hosted six exchange students over the years. We have lots of friends scattered all over Europe these days.



B-1 Airshow, I'm 3rd from right. Far left is Cliff Wippel who some know locally



As a Mesa Airlines BE-1900 pilot



America West in the B-757

Project Update

By John Sanders

After 21 years it's done. Just waiting for safe weather to get it inspected. Able to fold wings and fits in to standard toy hauler trailer. Used a Jabiru 2200A 4th gen engine. I decided to do a steam gauge dash (oops instrument panel I got chewed out by Millo for calling it that he said a dash is in a 50s era car) . I actually took tourists on buggy rides when I was teenager it had a real dash made of leather no artificial horizon. Any way back to the aircraft it is a Zenith CH701 STOL I decided that was the aircraft for me after seeing it on a Discovery channel video about 1998 being used for poacher patrol in Africa and anti terrorism patrol in Israel. I had to put it on hold for over 10 yrs. Got busy building houses and having kids. I will update after first flight. You will probably see it in Sport Aviation some time in the future.



Blue Angels and the Thunderbirds flying over NYCIt's as if you're the pilot...hold onto the edge of your seat! (Ed. Note: May be the only air show we get to see this summer.) [Click here to watch.](#)

Submitted by Al Neal

The sonic wall was mine. The hangar wall was Crossfield's

Ever have one of those days...

On the 8th of September, 1954; Scott Crossfield, a NACA Test Pilot at the High Speed Flight Station, lifted away from EAFB on his very first flight in the North American Aviation F-100A-5-NA Super Sabre, on its initial NACA test flight.

"As a matter of fact, North American tests pilots were then flipping coins to see who would bring an F-100 in dead-stick to fulfill a requirement of the Air Force acceptance tests. I was not concerned. Dead-stick landings in low L-over-D [Lift-over-Drag] airplanes were my specialty. Every test pilot develops a strong point. I was certain that my talent lay in dead-stick landings.

I flared out and touched down smoothly. It was one of the best landings I have ever made, in fact. Seconds later, while the F-100 was rolling out, the remaining bit of hydraulic pressure in the control lines drained out and the controls froze.

I then proceeded to violate a cardinal rule of aviation: never try tricks with a compromised airplane. The F-100 was still rolling at a fast clip, coming up fast on the NACA ramp, when I made my poor decision. I had already achieved the exceptional, now I would end it with a flourish, a spectacular wind-up. I would snake the stricken F-100 right up the ramp and bring it to a stop immediately in front of the NACA hangar. This trick, which I had performed so often in the Skyrocket, was a fine touch. After the first successful dead-stick landing in an F-100, it would be fitting.

According to the F-100 handbook, the hydraulic brake system—a separate hydraulic system from the controls—was good for three “cycles,” engine out. This means three pumps on the brake, and that proved exactly right. The F-100 was moving at about fifteen miles an hour when I turned up the ramp. I hit the brakes once, twice, three times. The plane slowed, but not quite enough. I was still inching ahead ponderously, like a diesel locomotive. I hit the brakes a fourth time—and my foot went clear to the floorboards. The hydraulic fluid was exhausted. The F-100 rolled on, straight between the yawning hangar doors!



Dryden Flight Research Center E-1366 Photographed 1954
F-100 protruding through the hangar wall following
Scott Crossfield's emergency landing. NASA photo



The good Lord was watching over me—partially anyhow. The NACA hangar was then crowded with expensive research tools—the Skyrocket, all the X-1 series, the X-3, X-4 and X-5. Yet somehow, my plane, refusing to halt, squeezed by them all and bored steadily on toward the side wall of the hangar.

The nose of the F-100 crunched through the corrugated aluminum, punching out an eight-inch steel I-beam. I was lucky. Had the nose bopped three feet to the left or right, the results could have been catastrophic. Hitting to the right, I would have set off the hangar fire-deluge system, flooding the hangar with 50,000 barrels of water and ruining all the expensive airplanes. Hitting to the left, I would have dislodged a 25-ton hangar-door counterweight, bringing it down on the F-100 cockpit, and doubtless ruining Crossfield.

Chuck Yeager never let me forget the incident. He drew many laughs at congregations of pilots by opening his talk: “Well, the sonic wall was mine. The hangar wall was Crossfield’s.” That’s the way it was at Edwards. Hero one minute, bum the next. That I was the first pilot to land an F-100 dead-stick successfully, and memorized elaborate and complete instrument data on the engine failure besides, was soon forgotten.

The F-100 is a tough bird. Within a month NACA’s plane was flying again, with Crossfield back at the helm. In the next few weeks I flew forty-five grueling flights in the airplane, pushing it to the limits, precisely defining the roll coupling. (On one flight the coupling was so severe that it cracked a vertebra in my neck.) These data confirmed, in actual flight, the need for a new F-100 tail, which North American was planning to install on later models of the airplane.

Every night after landing, I taxied the F-100 slowly to the NACA ramp. At the bottom, placed there on orders of Walt Williams, there was a large new sign, symbolic of the new atmosphere at Edwards. It said:

PLEASE COME TO A COMPLETE STOP BEFORE TAXIING UP RAMP

Scott Crossfield

Excerpts from Always Another Dawn: The Story Of A Rocket Test Pilot

More pictures if you wish on the website: <https://sierrahotel.net/blogs/news/the-sonic-wall-was-mine-the-hangar-wall-was-crossfield-s>

Submitted by Mike Beason



Old Men And Old Airplanes
by Hunter Heath

[Read the story.](#)