

Bizarre Aircraft We Love and the Stories Behind Them



McDonnell XF-85 Goblin

The McDonnell XF-85 Goblin was built soon after WWII as a so-called "parasite fighter," meaning it was built to be deployed from the bomb bay of a larger plane, the B-36. [In the December 1948 PopMech](#), General Hoyt S. Vandenburg outlined how the little plane fit into America's new Air Force. But, in 1949, the U.S. scrapped the Goblin alongside other parasite fighter projects, and focused instead on developing methods for airborne refueling.



Goodyear Inflatoplane

They said it couldn't be done, but in the 1950s, tire and blimp-maker Goodyear created an inflatable, flyable plane as a prototype for the U.S. Army. Sadly, the Army cancelled the project when it realized there wasn't much military use for a plane that could be popped like a balloon. You will be missed, Inflatoplane.



For Niche Purposes: Vought V-173 "Flying Pancake"

"For aircraft, there are certain things you simply have to have" Hagedorn says. "You need a lifting body of some kind. That can be some sort of foil, like a wing in an airplane, or a rotating blade like in a helicopter. You also need a propulsion device, some means of control, and some means of a landing. Everything else, no matter what the shape it is, is just details."

And when it comes down to the details, engineers can try some crazy things. The Vought V-173 "Flying Pancake" was designed with the World War II Pacific theatre in mind, where the U.S. saw an increased need for ship-borne planes that could take off from short runways. As inexplicably shaped as the V-173 is, Charles Lindberg once flew it and called the aircraft surprisingly easy to handle.



The Prez Sez...

by Darrel Sauder

Holidays are over. Do you feel relaxed or "down" due to a sudden lack of being blasted by ads, beat up by relatives, and broke from over-doing your credit card? Did you offer yourself any glimmer of hope by obtaining (by coercion, bribe, or threat) anything related to aviation? At any rate, I hope you enjoyed the real reason we do all this celebrating...God's Son's birthday and his gift to us.

Now, I could write a few words restating all of the fun things our chapter accomplished this last year---fly ins, burger burns, Young Eagles, good speakers, Hayward Air Rally, scholarships, etc.,-- and they would all be true and deserving a pat on the back. However, they are all in the past and we must "take off" into 2015 with as much throttle and fuel as possible. So I am asking all of you not to be just passengers but an active part of our flight plan. So climb aboard and feel like part of the "flight crew." You can help find some good guest speakers, bring a friend or acquaintance to our meetings, write an article for our newsletter, help out with Young Eagles. Do any or all of these, in addition to paying your dues and coming to our upcoming Christmas party on January 17! Our own Chuck Childs will be telling us about his visit to several WWII B-17 crash sights in the Czech Republic and the history and stories surrounding them.

Hope all of you are looking forward to a promising new year...get out there and fly.

Don't forget to floss.



one of the best aircraft registrations ever
Submitted by Dan B.



The Morton Nightingale

<http://eaavintage.org/october-mystery-plane-morton-nightingale/>

Don't forget to send me your pilot's dream and/or bucket list. Thanks to those who already have!

Chapter 39 Christmas Party

January 17, 2015, at the Elks Club

Happy Hour 5:00 to 6:00 pm Cash Bar

Dinner at 6:00pm \$25.00/person

Buffet: Baron of Beef, Chicken Cordon Bleu,
Twice baked Potato, Vegetable

Chuck Childs will be our speaker. He will be telling about his recent trip to Czechoslovakia to attend the memorials at the crash sites of our WWII planes.

*** Special dinner music will be provided.

RSVP: by January 10, 2015 to Milo Schindler (cell) 381-1600 (home) 393-0030 (email) schindler@midco.net

(Guests are welcome)

Dinner and yearly dues (\$20) may be paid at the door or mailed to Milo at:

3711 Dawn Lane Rapid City, South Dakota 57703

Craig Goodrich's Pilot's Dream:

I think it would be cool to have my own airplane to fly in fish and remote hunting wherever I wanted to go in MN, Canada, and Alaska. Perhaps a DHC-3 Turbine Otter... but I'd like something that can carry a load of 6 people, plus tons of gear, IFR certified, Known icing certified, with Glass/Modern avionics. (Does such a thing even exist.. Yet?) Maybe I'd set up a 135 operation to transport pheasant hunters from RAP to Central SD – and have a hunting guide service, too.

Realistically: I'd like to retire at age 60 from FedEx with my full health and mental faculties, and never bending a jet or getting a violation from the FAA... So far so good.

Norma Kraemer's Bucket List:

Already filled!



January Birthdays:

Randy Bagby—10th
Norma Kraemer—21st

Chapter 39

Officers

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Gary Schroeder
Treasurer	Milo Schindler

Volunteers

Newsletter & Web Manager	Molly Benkert
Young Eagles	Jerry Petersen Brenda Nolan
Safety Officer	Jerry Densmore

Tech Advisor Randy Daughenbaugh

TREASURER'S REPORT

by Milo Schindler

Balance brought forward.....	\$1763.01
Income:	
Dues x 8.....	160.00
Dinner x 11.....	275.00
Balance on hand.....	\$2198.01

Secretary's Minutes

By Emma Glasford

- Meeting was held at the clubhouse
- Dan called the meeting to order at 7:00
- Treasurer's report given— balance of \$1763.01

Old Business

- Christmas party on Jan. 17; be sure to get reservations in to Milo by the 10th.
- Molly would like more of you to participate with responses to the pilot's bucket list/what if I won the lottery/aviation dream.

New Business

- Fly-out to Wall for lunch on Saturday, the 13th. Wheels up at 11.
- No meeting in January. John G. will provide treats for the Feb. meeting.

Program

Jason Eatherton narrated Aspen's presentation of her time at the EAA Air Academy. Sounds like it was a wonderful experience!

Meeting adjourned at 7:49.

Safety Notes

by Jerry Densmore

Winter Thoughts

It looks like 2014 is in the books with a fresh year to look forward to. Winter is here and so our flying will decrease. If you do go, make sure you know where icing may be, clean any trace of frost from the aircraft and make sure all sumps are flowing fuel (no fuel when you preflight is a sign of frozen water in the tank). Snow on the ground can really change the looks of familiar surroundings so keep track of where you are. Winter can be a nice time to fly as cold air can make the engine behave as if there are additional ponies under the cowl.

During those periods when you are sitting by the fire, you might want to go online and check out some of the safety and training courses that are available. A couple of sites are aopa.org and faasafety.gov; both have some good courses available. (You will see some of the same courses, as the FAA borrowed some from the AOPA safety program.) It is a way to while away some time and you can get Wings ground credit. The NTSB website contains accident reports that can provide opportunity to explore how and why others have gotten into trouble.

Winter doesn't have to be a time of inactivity. Until next time fly safe!

Congressional Gold Medal for WWII Civil Air Patrol Members

by Norma Kraemer

Almost 70 years after the end of World War II Congress finally recognized the service of the many members of Civil Air Patrol that helped defend our country during the war. Before Vern's death, he expressed great skepticism that the effort of CAP to be recognized would ever happen. He thought they were too late in their gratitude. CAP served five different missions for our civil defense during the war: Coastal Patrol, Liaison Service, Forest Fire Patrol, Tow Target, and Border Patrol. Vern flew Coastal Patrol, Liaison and Tow Target missions while a CAP member. He did it as a volunteer, at best receiving a per diem of \$8. In 1948, when the US Air Force became its own military service not under the direction of the Army, he received a certificate attesting to his being a "Belligerent." Vern always maintained he did not need a certificate to prove that.

Congress had a lovely ceremony in the visitors' center of the US Capitol. The gold medal was awarded by the four leaders of Congress: John Boehner, Nancy Pelosi, Mitch McConnell, and Harry Reid. The national commander of CAP, Major General Joseph Vazquez and retired Congressman Lester Wolff accepted on behalf of the World War II members of CAP. Congressman Wolff was the appropriate recipient, since he served in Coastal Patrol with a New York squadron during the war. Between the music provided by the US Air Force Band Brass Quintet, the flags carried by all the uniformed services color guard, and the tributes by all of the speakers it was truly a memorable hour.

That evening the banquet to award the bronze replicas to those in attendance was equally inspiring. They started out with a video tribute that outlined CAP's wartime service to our country. It was especially sweet for me, since the final picture was of Vern standing by a cabin Waco. Therefore, in a way, he attended too. The vice presidents of the oil companies Sunoco and Citgo, that CAP protected their tankers and rescued their seamen during the war, were the sponsors for the banquet. They also covered the costs of all of the replica medals. They expressed their gratitude for Civil Air Patrol protecting their tankers from German U-boats when the US government did nothing. Coastal Patrol covered our East and Gulf Coasts from Brownsville, Texas to Bar Harbor, Maine.

After the speeches of the evening, the medals were awarded one by one to the veterans and family representatives with a brief biography read about each. Everyone was treated with great pomp. While this took until 10 p.m. to get everyone recognized, the time seemed to fly by. This was a very special night for everyone involved.

The Congressional Gold Medal will be displayed at the Smithsonian's Air and Space Museum. I hope that they will do a good job of telling the story of Civil Air Patrol's WWII service to our country with the display.



I Just Won the Lottery

Larry McIntyre

"I just won the lottery, I'm going to fulfill my aviation dream by"...

Buying both the finest original Stearman I can find, and an oil company to keep it fueled.

With a goal of giving free rides to nostalgia buffs and providing those victims of automation dependence (including myself) a platform to rediscover long lost but essential stick and rudder skills.

No nose wheel, no touch screens, flat screens or any screens but a set of goggles masquerading as a windscreen.

No GPS, INS, MFD, ND, PFD, CDU, FMS or other acronym laden equipment, just seat of the pants flying.

The rapid proliferation into general aviation, of flying by automation and formula, will eventually have the same unintended consequences automation has had in the airline industry.

Why does a Boeing 777 with 4 pilots in the cockpit land short of the runway in clear, calm, conditions?

Why would an Airbus, with experienced pilots and perfectly good attitude instrumentation and thrust, stall and flat spin into the Atlantic Ocean?

Why would another airliner fly into a mountain while the pilots watched the autopilot do so as other warnings screamed at them?

General aviation aircraft have the best "gee whiz" equipment available, in most cases, far more sophisticated than the equipment installed in the newest state of the art airliner.

As older "round dial" aircraft are retired or retrofitted and automation becomes required by the FAA and manufacturers, loss of basic flying skills will be inevitable and insidious.

The airlines and FAA are coming to an obvious but overdue realization that "automation dependence" has robbed, over a very short time, the basic flying skills of highly qualified and skilled pilots.

Training in computer programming, autopilot and autothrottle reliance may have to again be supplemented by reestablishing basic hand flying training.

Not long ago, in this publication, there was a point counterpoint discussion concerning wind gusts and additives, which caught my attention.

The discussion seemed a somewhat generic, one size fits all, mechanical solution with complex (for me) MATH.

The old "Add a few knots for the wife and kids" became "take all the headwind component, add one half the maximum gust component, add the total to your indicated airspeed or was it ground speed, to a maximum of 20 knots or was it MPH?

I don't disparage the discussion (or flossing) for it's intent but for it's overly complex application to light GA aircraft and a pilot who understands his or her aircraft and ability.

I used all these calculations in a previous life, as they were perfectly relevant in a large aircraft where actual aircraft "feel" is somewhat hard to come by and hydraulically or artificially induced.

Being a bit older, in the old days in general aviation we used less complicated formulas.

You are on final approach and you are looking at your watch more than usual....The wind is blowing...add a knot or two.

You are on final approach and nearly hovering over the VOR...The wind is blowing kinda hard....add a couple more knots.

You are moving backward....Turn downwind, take advantage of a nice tailwind and find another airport, preferably one with a restaurant.

You are on final approach and looking straight down the runway....You have the perfect headwind...Land and impress your passenger and probably yourself if possible.

You are on final approach and looking at the runway through the corner post of the windscreen or side window. No one will be impressed here; don't bother adding anything other than the lunch tab.

Forgive the lame attempt at humor from the sixties.

My point and recommendation, as an admitted, recovering automation dependent cripple or maybe victim (not exactly by choice, but by the aircraft and training operational requirements) is:
Developing and maintaining a good feel for your aircraft, in as many situations as you might encounter and knowing your limitations and those of your aircraft, will serve you well.
Hand fly as much as possible, avoid fixation on the airspeed indicator, paying more attention to the relationship of pitch, power and attitude for different flight regimes.
Keep your basic flying skills sharp, ALWAYS, regardless of the type aircraft you fly or how sophisticated it may or not be.
Consider automation as the BACKUP to those basic seat-of-the-pants skills, not the other way around. Maintaining a high level of basic flying skills will result in more confidence when using automation knowing you will cope with the unanticipated failure.
A friend of mine, a fairly new MD-11 Captain, coming off the round dial automation-less 727 was an automation skeptic flying this early automated, remade DC-10.
Fellow crewmembers, who had grown automation dependent on the MD-11, scoffed at his hand flying and were nervous that he didn't use the autopilot and autothrottles constantly, as was recommended procedure.
On a night trip to deep South America and in thunderstorms with the typical lack of communication and language barrier, they lost portions of the air data computer and pitot systems, no airspeed indicators, no autothrottles, disparity in flight instruments, down to basic instruments in an aircraft that will land itself when everything works.
He made an approach and landing to minimums hand flying the aircraft using only pitch and thrust in a supposed state of the art aircraft.
Much to the amazement and relief of his puckered up fellow crewmembers, one of which was administering his annual line check.
He passed and I don't imagine he ever received grief for not using the automation again after an emergency few could have handled without a practiced knowledge of pitch, thrust and a feel for their aircraft.
Basic skills.
Most pilots could maintain or improve these basic flying skills without my spending my newly acquired lottery fortune on a Stearman or having to purchase an oil well.
Just practice at every opportunity using the basic, ever expanding, most reliable instrument, readily available to all of us, without cost . The seat of your pants.

