

Wings of History Museum

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VINTAGE FLYER FROM THE MUSEUM ... FROM THE PAST



Museum Pietenpol in flight

Volume 52, Number 1, Winter ❖ January, 2014

Museum News President's Propwash

Dan Petroff

Hey, we backed into another year. Amazing, how time flies when you are having fun. I hope that all of you had a very good year. 2013 was a good year for us. We accomplished a lot and spent money like there was no tomorrow. Much of it spent on the clubhouse:

- Reroofed
- New windows
- Serving shelves
- Blinds
- Entrance awning

This has been repaid, in part, by more rentals for birthday parties.

We got the parking lot and back lot resealed for a very good price, and Jerry Impellezzeri has completed a display version of the OX-5 and is working on a running version. The Stinson is ready for an airworthiness inspection and the Eagle is next in line. We also developed a new brochure to attract visitors to the museum.

In 2014 we want to complete the clubhouse work by painting the interior to lighten it up and to convert one restroom to ADA as well as improve the access ramp. The Airster is starting to move again after a group of us figured out how to route the aileron cables and still fold the wings. Dave Thompson would be proud. We also want to expand our fund raising events and look for grants to help us expand. We want to get more people involved in the day-to-day activities. This does not mean being there every day the Museum is open, but does mean taking on a task that would unload others. For example: are you an outgoing person willing to go and talk to people about who we are and what we are trying to do; are you willing to go out with a cup in your hand to bring in funds; or willing to help us develop a presentation package? If so, you can help the Museum. Marketing is another area where you can work on your own schedule. We would like to start a program of plane captains that take ownership for the care and maintenance of one of our aircraft or other displays and bring deficiencies to our attention for correction. Just showing up

Member Meeting

Thursday, January 9, 2014 at 6:00pm

Holder's County Inn
998 S. De Anza Blvd., San Jose, CA 95129

Speaker: Craig Harwood (a distant relative of John J. Montgomery) co-authored *Quest for Flight*, which is about Montgomery

and taking pictures of projects once in a while would be a big help in documenting the progress. If you or someone you know is interested in helping the Museum in any way contact Susan or me.

On November 30th we had a museum clean up day. We had a large turn out of help and I wish to thank the following for coming out and getting a lot accomplished: Jack Bowlus, Gerry Blanchard, Gary and Judy Dinsmore, Dave Jones, Sita and Gunther Kern, Apurv Lawange, Todd Minier, Frank Nichols, Bud O'Hare, Bill Pulaski, Susan and Peter Talbot, and Gianni Leonarduzzi.

Without all your help this year we would not have accomplished as much as we have. We thank you very much and hope that you will continue to show us your generous support by donating your time and money. We welcome any suggestions that you have to improve the organization. ❖

Stinson Arrival



continued on page 2

Stinson Arrival *(continued from page 1)*

The Museum now has a Stinson SR-9E “Reliant” on display in Hangar Two.

On Friday, October 25, 2013, the 1937 Stinson “Reliant”, N-17107, landed at South County Airport and was immediately transported to the Museum grounds and put on display in Hangar Two. The aircraft is on loan to the Museum from owner and pilot Phillips Sweet of San Jose. Phillips flew the airplane from Reid-Hillview to San Martin and helped move it into the hangar and prepare it for display. The airplane is a great addition to the Museum, and it really dominates Hangar Two.

The “Reliant” is a large aircraft with a near 42-foot wingspan, 28-foot length and stands about 8-1/2 feet tall. It is powered by a seven cylinder Wright Whirlwind (R-760E-2) radial piston engine of about 320 horsepower. With a cruising speed of about 150 mph and a range of about 800 miles it was one of the outstanding aircraft of the 1930's. ❖



Stinson cockpit



Stinson upholstery



Schedule of Events

- January 9 January speaker: Craig Harwood (a distant relative of John J. Montgomery) co-authored *Quest for Flight*, which is about Montgomery. He did some research at Wings of History library.
- February 13 February speaker: Mark Guerrero on his experiences ferrying an airplane to South America.
- March 13 March speaker: someone from the Moffett Field Museum will talk to us about the History of Moffett Field.
- April 10 April speaker: To be determined.

Vintage Flyer is published 4 times a year for Wings of History members and others interested in aviation history and aircraft.

WINGS OF HISTORY Mission Statement: *Wings of History is a non-profit organization dedicated to aviation history through education, preservation, restoration, and flight.*

BOARD OF DIRECTORS:

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This newsletter available on our website at wingsofhistory.org

Do you have an interesting story to tell? Send us your story and we'll consider it for publication in the *Vintage Flyer*. You can e-mail Frank Nichols at fnichols@mac.com or Evie Liebgold at evieliebgold@gmail.com. The deadline for articles is the 20th of the month preceding publication.

Please visit our website at <http://www.wingsofhistory.org>
E-mail us at wooffice@sbcglobal.net

Yearly dues: General \$40.00; Student \$10.00; Sustaining \$100.00

Another New Arrival

The Museum now has a new teeter-totter for the kids of all ages.

On Thursday, October 31st, Ms. Dottie Lawson of Marina, California, donated a unique children's teeter-totter to the Museum. Doug Rosskilley had brightened it up with a bit of paint and brought it to the Museum on the back of a pick-up truck. It was off-loaded and placed in the courtyard near the picnic tables where Doug and Dan Petroff immediately checked it out. This playground type unit simulates an airplane and teeters in the roll direction. It has seats that can accommodate as many as eight kids with the wing tip seats controlling the roll. Looks like fun! ❖



Here it is, awaiting the flight crew.



Doug and Dan perform the test flight on the new fresh air airplane.



In full flight. Well, gliding actually. Note the propeller on the ground!

In Memoriam: Dave Thompson

Dave succumbed to MDS, a form of leukemia, on the morning of November 10, 2013, after a gallant fight. He passed quietly at his home in Mechanicsburg, Pennsylvania, with his wife Peggy and his family at his side.

Dave was a much decorated U.S. Army officer and Master Army Aviator, rated in both fixed wing and rotary wing aircraft, who served with distinction on the battlefield in Vietnam, as well as on the diplomatic front as an embassy military attaché, during his thirty year Army career. He retired from the Army in 1987 as a full bird Colonel with a chest full of ribbons.

After retirement he was a volunteer at the Gettysburg National Park Visitor's Center for many years before moving to Gilroy in 2003. He soon became a member of the Wings of History, where we all knew Dave as the quiet ex-Army pilot who had a million stories to tell and enjoyed an audience. He eventually undertook a leadership role in the restoration of the Security "Airster" which he continued to perform until he returned to Pennsylvania in 2012. Much progress on the airframe restoration was accomplished during Dave's tenure.

Dave had a leader's quiet competence, but was an easy man to know and like. He was a well respected member of the Museum who will be missed by all who knew him. ❖





2013 Holiday Party

Did you attend our annual holiday party? If so, you know how much fun we had! If not, we hope you can join us in 2014. ❖



Cub Scout Visit

In November a local Cub Scout group came for a visit to the Museum. Who knows ... maybe this visit will spark an interest in one of these boys and he'll go on to a career in aviation. ❖

Recent New Members

Standard Membership

Ken Little
 Rod and Teri Pharis
 George Moore and Stella Kennedy
 Doug and Patricia Roskilley
 John and Susan Fletcher
 Terri and Bob Gorman
 Jamie and James Hankins
 Doug and Vivian Snyder
 Paul and Tammie Searles
 Phillips Sweet

Student Membership

Cesar Carranga
 Apur V. Lawange
 Joshua Brown

Honorary Membership

Mike and Tiffany Mullooly



Recent Donations

All donations are greatly appreciated and fully tax deductible

Beverly Reeder

Mark Polakoff

Oberg Family

Doug and Patricia Roskilley

George Moore

An anonymous "Gentleman"

William and Roberta Goetsch

Gale Aguilar

Dan Chauvet

Steve Smith

Dan Petroff

John Feemster

Brigitte Iwaszkiewicz

David Yankey

Andrew Holley

Norman Zimmerman

Six boxes of excellent aviation books

Four boxes of aviation books and six boxes of miscellaneous aviation magazines and other items.

Large container of various aviation items from the estate of Harold Oberg

A cash donation.

A box of aviation books

Two Boxes of aviation books and magazines

A substantial cash donation

Complete nine volume set of Juptner's U.S. Civil Aircraft Series, and many issues of Aviation Safety, Aviation Consumer and NTSB Reports.

Five large, framed aviation drawings, a B-25 poster and a small etched plaque

A cash donation

A tachometer cable, cordless drill with extra battery and an Internet gateway.

A mounted WW1 picture and a poster of early Russian aircraft.

Two flight bags and miscellaneous flight paraphernalia.

Numerous Pan Am historical drawings, some with matts

A cash donation

Numerous books, magazines and supplies

Straight Up: Convair XFY-1 Pogo

Dave Jones

After WWII both the Air Force and the Navy realized a need for a fighter aircraft that could take off and land vertically. This would eliminate the need for runway, be it an airfield or aircraft carrier. Design studies began in 1947 and were named Project Humming Bird. Two companies were chosen to develop such an aircraft; Lockheed and Convair. Convair designed and built the XFY-1, and Lockheed built the XFV-1. Both aircraft used the same basic Allison YT-40 engine.

The Convair designed XFY-1, "Pogo", had a cruciform design which consisted of a delta wing plus tail surfaces. The power plant was the Allison YT-40, which was in effect two smaller T-38s mounted in tandem driving two contra-rotating propellers. Total output was 5500 shaft HP, while another 700 pounds of thrust came from the exhaust/tail-pipe. Since only one YT-40 was rated for sustained operation in the vertical mode one aircraft, Lockheed's XFV-1 was limited to horizontal flights and was fitted with a conventional landing gear; however, it did make several transitions to the vertical and hovered briefly, but only at altitude. Initial engine tests on Convair's XFY-1 began in 1953 at Lindbergh Field, San Diego, and afterwards, both engine and airframe were shipped to NAS Moffett Field. Inside Moffett Field's huge dirigible hanger, the XFY-1 was tether flown and encountered stability problems due to turbulence that bounced off the hanger's walls. It was decided to free fly the aircraft outside the hanger to solve the problem.

The XFY-1 was then shipped to Brown Field just south of San Diego where more flight tests took place. On November 2, 1954, the full flight transition from the ground was conducted with test pilot, James F. "Skeets" Coleman, at the controls. Coleman was the only pilot to fly the XFY-1 through the full flight envelope. Flying the XFY-1 "Pogo" was extremely tricky and difficult, especially during the transition from horizontal to vertical configuration. The pilot had to look back over his shoulder while monitoring his instruments. Factor in the enormous prop wash when close to the ground, and one could see what the pilot had to deal with. More flights were conducted with the last test on June 16, 1955. Funding soon ran out and the Navy canceled the program. By then jet fighters had far overtaken propeller aircraft especially in speed and operating altitude.

It would be almost another decade that a VTOL (Vertical Take-Off and Landing) Fighter would be developed and put into service. That aircraft was the Hawker Harrier. The pilot sat horizontally, which made the task of vertical landing a lot easier.

Was the XFY-1 a success? Technically yes, but in a practical sense, no. It took a seasoned test pilot under ideal conditions to fly the aircraft, and one can only speculate how a brand new Ensign would manage the Pogo on a rolling ship's deck in marginal weather conditions. Despite its short-lived career (2 years), the XFY-1 was a fascinating aircraft that the press loved.



After the program ended, the Pogo was sent to different Navy bases for display. It eventually ended up in storage at the National Air and Space Museum's Silver Hill facility in Maryland. The Pogo is now in restoration at the Mary Baker Engen Restoration Hangar, which is part of the Udvar-Hazy Center of the Smithsonian National Air and Space Museum's (NASM) annex at Washington Dulles International Airport.

The Lockheed XFV-1 is on display at the Florida Air Museum on the Sun-n-Fun campus in Lakeland, Florida.

General characteristics

| | |
|-----------------------|--|
| Crew: | 1 |
| Length: | 34 ft 11.7 in (10.66 m) |
| Wingspan: | 27 ft 7¾ in (8.43 m) |
| Height: | ft in (m) |
| Wing area: | 427 ft² (39.7 m²) |
| Empty Weight: | 11,700 lb (5,310 kg) |
| Max. Take-off Weight: | 16,250 lb (7,370 kg) |
| Powerplant: | 1 × YT-40-A-16turbo-prop engine, 5,500 hp (4,100 kW) 17,000 lb of thrust |
| Propellers: | 3-bladed contra-rotating propellers |

Performance

| | |
|---------------------|--|
| Maximum Speed: | 610 mph (530 kn, 980 km/h) at 15,000 ft (4,600 m) |
| Cruise Speed: | 400 mph (350 kn, 640 km/h) |
| Range: | 400 mi (350 mi, 640 km) cruising at 33,000 ft (10,000 m) |
| Service Ceiling: | 43,600 feet (13,300 m) |
| Rate of Climb: | 8,000 ft/min to 20,000 ft (40.64 m/s) |
| Max. Wing Loading: | 38.1 lb/ft² (186 kg/m²) |
| Minimum power/mass: | 0.34 hp/lb (560 W/kg) |

Armament

| | |
|-------|---|
| Guns: | 4 x 20mm (0.79 in) or Rockets:48 × 2.75 in (70 mm) Folding Fin Aerial Rockets |
|-------|---|

Board of Directors

Meeting Minutes, November 2013

Call to order at 1:06pm

Roll call; we have a quorum.

Approval of October 22, 2013 Board Meeting minutes.

Accept the October 22, 2013 minutes.

Motion passed, no dissension

Treasurer's report

Bud and Susan presented the Profit & Loss YTD (January 1 through November 26, 2013) statement. Dan presented the Income & Spending Budget Cash Basis through September 30, 2013.

We resolved at a previous meeting to pay off the note by March, 2014.

We discussed a contingency fund and what it means. Should we have separate bank accounts for separate projects? Is there a simple and easy way to keep track of funds that are allocated for specific projects? Susan and Bud will work on this.

Old Business

Christmas Party Plans

The Museum holiday party will take place on Sunday, December 15. Evelyn will send out invitations to the membership. Todd has offered to make the desserts.

Brochure: Dan passed around color copies of the latest version of the brochure. Other than some minor typos it looks good and we gave Dan the OK to proceed.

Ron Muriera (Todd Minier): Todd was absent. We talked a bit about the Needs Assessment which each of us was to fill out for Ron. Todd is in the process of checking Ron's references. After our due diligence in filling out the Needs Assessment form we will probably need a new proposal from Ron.

New Business

Budget for 2014: Dan presented his budget first-cut for 2014 and asked for inputs from the Board.

One project we would like to get done soon is making a restroom ADA-compliant. We're not sure if we can make two unisex bathrooms: one regular and one ADA-compliant. More research needs to be done.

Needs Assessment: We had a long discussion regarding revenue generation, which falls into two categories: grants and fund-raising. Although these two processes require different tasks and approaches, we feel they're generally related. We have an on-going need for members to step up and take responsibilities for some tasks. We need to identify these tasks and to make personal appeals to the membership. Gianni and Gene have volunteered to help identify areas of revenue generation. They need to determine what the Museum has that people will pay to see or to use (for example, aircraft and clubhouse).

RV Storage: What is our policy regarding RV storage on Museum property? After much discussion, Dan has volunteered to write a policy and present it to the Board.

2:36pm adjourn. Next Board of Directors Meeting: Tuesday, January 28, 2014 6:00pm at Atlantic Aviation.