



## The Intrepid Airmen



June 2014

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### June Event

#### Tom Spinks from the Moffett Field Historical Society.

Tom will be talking about the history of Moffett Field; it should be a very interesting evening.

### UPCOMING EVENTS

#### June Chapter Meeting

**Thursday, June 5.** Terminal Building, RHV.

#### Chapter 62 Board Meeting

**June 12** at 7:30 PM in the Terminal Building, all welcome.

**June 10.** Paul Marshall presents at the SCAPA Dinner, South County Airport. Paul will be reporting on his trips to Airventure.

**June 14 and 15.** Chapter 1264 at the Hollister Air Show. Tony Babb of Chaps. 1264 and 62 invites us to join and help.

**June 21.** Young Eagles at Reid Hillview. Please come and help.

**June 28.** Fly-Out to Catto Props open house at Jackson Airport (KJAQ). Please check with Mark Wainwright for details.



EAA Chapter 62's June meeting will be held  
at the Terminal Building at Reid Hillview Airport.  
Guests are always welcome.

6:30 PM Dinner and Hangar Talk  
7:30 PM Presentation

## Editor's / President's Notes

by Mark Wainwright

As my friend Mike Francis would say, "Aha!" In the last Newsletter I promised it would be my last for the foreseeable future, but I'm back for the moment. I think it's important for the Chapter to print a Newsletter periodically, and I will try to do so at least once a quarter. Now that we're back up and running (sort of), I again solicit everyone's stories, photos, and event announcements.



Still on top of Grand Teton

There are some exciting Chapter events this month, and I hope that as many members as possible can participate. Tonight, Tom Spinks of the Moffett Field Historical Society will be speaking to us. On June 10<sup>th</sup>, Paul Marshall will be giving a presentation on his experiences at Oshkosh over the years. This will take place at the Wings of History Museum, where there will be dinner. Guests are invited to arrive before 6:00 PM. Tony Babb has invited us to join with Chapter 1264 at the Hollister Air Show on June 14<sup>th</sup> and 15<sup>th</sup> and asked if we can bring projects—finished or not. I believe we will have free entrance to the Airshow, but check with me first.

A week later Young Eagles will be at Reid Hillview, and, as always, Russ Todd welcomes volunteers. The last two YE events have been very well attended, and we look forward to another successful year with Young Eagles. Finally, on June 28<sup>th</sup> we are planning a fly-out to Catto Props at Jackson Airport in the Sierra foothills. Catto will be having an open house at their new facilities, and there should be plenty of airplanes flying in. Please check with me for details.



Nexus Mustang

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# Dream Flight in the North American TF-51 Mustang "Crazy Horse"

by Don Von Raesfeld

On January 14, 2014, one of my dreams became a reality. For many years, ever since I first saw an ad for Stallion 51, I have wanted to fly their North American TF-51 Mustang "Crazy Horse". I decided if my wife and I ever got to Florida I would have to check it out. As it turned out, our youngest son, Kevin, had decided he wanted to run his first full marathon, 26.2 miles, at Walt Disney World in Orlando, Florida on January 12, 2014. My wife, Jocylene, has always wanted to go to Walt Disney World and she decided that instead of going to Hawaii for our 40th anniversary last November we would postpone that trip and take our oldest granddaughter, Leyla, with us to Walt Disney World for a vacation and be there for Kevin. We were there for six days and five nights. We were able to visit all four theme parks: Epcot, Magic Kingdom, Animal Kingdom and Hollywood studios. We also saw Kevin finish the marathon Sunday morning about 10:30 AM with a time of 4:29:54.



The best day for me was Tuesday, January 14. My wife and I rented a car and drove about 20 miles to Kissimmee Gateway Airport to check out Stallion 51. We got there about 10:15 AM. We went upstairs we were greeted by Julia Mulcahy. I asked if it might be possible to take an orientation flight in the Mustang. At the time the weather did not look too promising, but she said she would check with Steve Larmore, one of the TF-51 pilots. In the meantime, she told us that that we could check out their three hangars. While I took some pictures of the TF-51 Mustang "Crazy Horse 2" Steve entered the hangar and introduced himself to Jocylene and me. He showed me the weather radar that showed some low ceilings and rain showers in the practice area but said that they may clear out in the afternoon. He showed us around the main hangar and told us about the five aircraft inside. There were four TF-51 Mustangs and one L-39. At about 11:30 AM he checked the weather again and said it looked like it was starting to clear. He was going to go to lunch but told us to go ahead and check out the other hangars if we wished. He said if the weather cleared we could fly and he would let us know.

Jocylene and I checked out the other two hangars. The second hangar was used to store aircraft and the last hangar was used for maintenance. In

(cont' on page 4)



## Flight of the “Crazy Horse”, (cont’)

the second hangar were several aircraft. Among these were three North American T-6 Texans, an Aviat A-1 Husky, a Bellanca 7KCAB, a Vans RV-8, a Glasair II, and a Beechcraft F-33A Bonanza—all of these aircraft were in pristine condition. In the last hangar was TF 51 Mustang “Slender, Tender & Tall” undergoing some maintenance and an avionics upgrade. There was also a North American OV-10 Bronco and Stallion 51’s North American T-6 Texan.

At about noon, Jocylene and I went back to the main hangar and upstairs to the office to learn that the weather was improving. Jocylene and I went to Red Lobster about a mile away, and I gave Julia our cell number. Julia called as we were paying the bill and said we were good to go if I wanted to fly. I told her we would be there in about 10 minutes.



Once back at Stallion 51, I made my way back upstairs to the office where Steve greeted me again and told me we would brief before the flight. He would give me a cockpit checkout, and strap me into the aircraft. We would fly and then come back and do a debrief where we would also review the video.

We went into one of the briefing rooms where Steve proceeded to tell me what to expect during the flight. He told me that I should follow him through on the controls during the taxi and takeoff and that after takeoff he would turn the aircraft over to me. He told me that the aircraft was light on the controls and that it needs to be retrimmed after any power change and he would talk me through all maneuvers. We would start with some turns while climbing out to the practice area. We would level off at 6500 feet and fly straight and level followed by a 360° steep turn to be followed by a wingover. We would then do an aileron roll, barrel roll, loop, and possibly a Cuban 8 if time permitted. He also told me the different air speeds at which we would enter these maneuvers. He told me not to worry about it as he would remind me of the proper speeds while doing the maneuvers. Once the briefing was completed we headed downstairs to the main hangar where the North American TF-51 Mustang “Crazy Horse” was waiting. I was given a skull cap and a helmet which I would wear during the flight. I climbed into the backseat of “Crazy Horse” and Steve proceeded to give me a cockpit checkout. This is a dual controlled Mustang and during the flight Steve told me he would tell me what power settings to use during the flight. The prop control is under the throttle so you need to turn your hand upside down in order to change the prop settings. Once the cockpit checkout was complete he helped me strap in, and the aircraft was pulled out of the hangar onto the ramp. Steve then climbed into the front seat of the aircraft and began the pre-start checklist followed by the engine start.

With the engine running and sounding good, Steve checked the ATIS and then called Kissimmee ground control for taxi instructions. We taxied to runway 33 where we went through the pre-takeoff checklist followed by an engine run-up. Once the engine run-up was complete and the coolant temperature had reached 90° Celsius and everything was in the green we were good to go. Steve called the tower and told them we were ready for takeoff.

## Flight of the "Crazy Horse" (cont')

We were cleared for takeoff and taxied on to runway 33. I followed through on the controls as Steve applied power and we began to roll. As we climbed out he reminded me to be light on the stick. The Mustang is very light on the controls and a real joy to fly. On the way out to the practice area, I did S turns as we climbed to check for traffic and get a feel for the aircraft. We leveled off at 6500 feet in the practice area where we would begin our maneuvers. When the aircraft is trimmed for straight-and-level flight the nose is below the horizon. If you hold the nose on the horizon the aircraft will climb. Steve then talked me through a steep turn followed by a wing over. The aircraft is so easy to maneuver and has so much power. After the wing, over Steve talked me through an aileron roll, a barrel roll and a loop. These are so much fun. Having big legs I could not get full deflection of the ailerons, so the aileron roll was not as fast as it could have been. The barrel roll, on the other hand, was great. The loop was entered at a speed of 260 kts and the aircraft picks up speed fast when you push the nose down. After completing the loop we were going to do a Cuban 8 but, since time was running out, Steve decided to have me do a half Cuban 8 followed by a barrel roll; this would put us on a heading back to Kissimmee Gateway Airport. Steve had me start a descent as we headed back towards the airport while he called Julia back at Mustang Ops to check on the location of the rain showers. Steve then tuned in the ATIS and called the tower with our position. We were going to do an overhead approach with a left break. Steve told me to take it down to 1500 feet for the initial approach. When we hit that altitude the tower cleared us down to 1000 feet for an overhead approach with a left break. Steve reminded me to relax and have a light touch on the controls. He told me to continue the overhead approach and he would call the break. I remember thinking to myself that once we made the break and turned downwind he would tell me that he had the aircraft. I was wrong. We were a little fast on downwind so he told me to slow it down to 150 kts so he could drop the landing gear. He put in about 20 degrees of flaps during the break and once the gear was down he added more flap. On base leg he added the rest of the flap and as we turned final we had gear down, 3 in the green and full flaps, 50 degrees. At this point, I was still flying the aircraft and I thought he would take it on final. He continued to instruct me on what to do, "Line it up on the center line, get the nose pointed right down the runway, level your wings, have a left cross wind, left wing down a little bit, right rudder, easy easy easy, okay now let it settle in." Once the main gear touched down Steve said, "All right, I got it." Steve took it straight down the runway and let the tail settle gently while I followed through lightly on the controls. We then taxied back to Stallion 51, where he shut down the engine. We remained inside the cockpit while they pushed us back into the hangar. Once the aircraft was secured in the hangar we got out

**This Certifies that**  
**DON VON RAESFELD, JR**  
Flew "CRAZY HORSE", the North American TF-51 Mustang  
Registration N851D Serial No. 484745  
On January 14, 2014 for a duration of 0.5 hours

**MANEUVERS PERFORMED:**

<input checked="" type="checkbox"/> TAXI	<input checked="" type="checkbox"/> WING OVER	<input type="checkbox"/> VERTICAL ROLL	<input type="checkbox"/> FORMATION
<input checked="" type="checkbox"/> TAKE-OFF	<input checked="" type="checkbox"/> AILERON ROLL	<input type="checkbox"/> IMMELMAN	<input type="checkbox"/> OVERHEAD BREAK
<input checked="" type="checkbox"/> TURNS	<input checked="" type="checkbox"/> BARREL ROLL	<input type="checkbox"/> REVERSE CUBAN 8	<input type="checkbox"/> LOW PASS
<input checked="" type="checkbox"/> STEEP TURNS	<input type="checkbox"/> POINT ROLL	<input type="checkbox"/> SPLIT-S	<input type="checkbox"/> T&G LANDINGS
<input type="checkbox"/> SLOW FLIGHT	<input checked="" type="checkbox"/> CUBAN 8	<input type="checkbox"/> LOW LEVEL	<input type="checkbox"/> GO AROUND
<input type="checkbox"/> STALLS	<input type="checkbox"/> CLOVERLEAF	<input type="checkbox"/> AIR COMBAT MNV	<input checked="" type="checkbox"/> FULL STOP LANDING
<input type="checkbox"/> ACCEL STALLS	<input checked="" type="checkbox"/> LOOP	<input type="checkbox"/> AIR-TO-GROUND	<input type="checkbox"/> OTHER

Landings 1 G's 4 Max Power 55 Inches Max Airspeed 280 Kts

**LOCATION:**  
☒ Kissimmee, FL  
☐ Other \_\_\_\_\_

*Steve Lerner*  
Instructor Pilot  
CFR 2033698 ex 10/15  
Cert.#



## Flight of the “Crazy Horse”, cont’d

and had a couple of photos taken. We then proceeded to the briefing room upstairs to go over the flight. I had Jocyline sit in on the debrief with us and afterwards I asked Steve if he could take a picture of Jocyline and me in front of “Crazy Horse”.

This flight ranks right up there with my 1st solo. It was a great experience, one that I will never forget. I want to thank all the people at Stallion 51 for their hospitality, especially Julia Mulcahy and Steve Larmore. Stallion 51 is a first-class operation and I would recommend them to anyone who wants to experience a Mustang flight. I also want to thank my wonderful and beautiful wife, Jocyline, for allowing me to make this dream flight happen.



gratuitous Falco photo

## Make Haste... Slowly April 2014

By Andy Werback

When I bought my Legacy RG kit in 2008, I thought I was getting a big box full of all the parts I would need, as per the plans. Well, we unloaded the truck and it was obvious that at least one box and a couple of important assemblies were missing. The kit was serial number 112, but actually the 12th kit in the series, and it had been in the box since 2001. Some stuff had been delivered after the initial kit delivery, but several factory updates and later changes were missing. They were nowhere to be found.

As a result, I created a complete list of all parts needed, according to the current assembly instructions, and inventoried that list against what I had in hand. In total, there were 118 missing parts (list price \$4300!!), covering 73 different part numbers. We negotiated for awhile, and eventually all the parts I asked for were delivered, and the Lancair factory very nicely exchanged the new model landing gear struts for the old ones.

But... somewhere along the line, I figured out that a landing gear door hinge, even though it had a Lancair part number, was just a simple 10" piece of AN aluminum hinge.

Great, I had some of that in my parts box. So I proceeded to build and fly the airplane. All good, right?

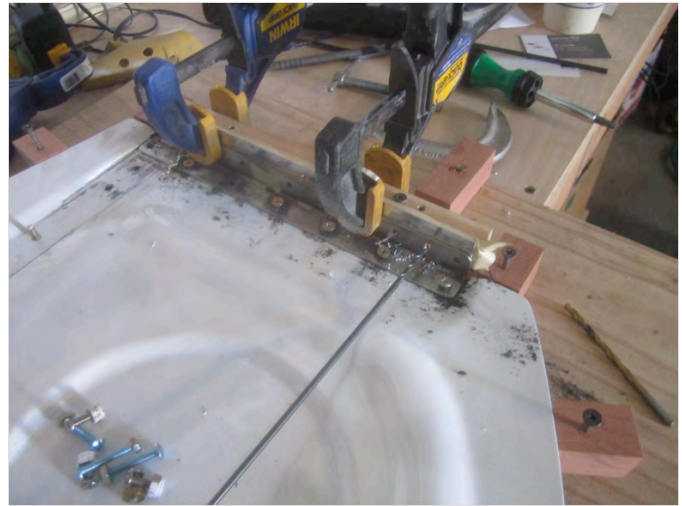
After flying for a couple of years, a couple of friends commented on how much the gear doors would vibrate – on the ground or during run-up. I checked the doors and hinges and they seemed OK. I asked another friend about his door



Drilling a template after putting the gear door in the jig. The old hinge can now be removed without moving the gear door or the template

hinges, he said they were stainless steel, and heavy-duty. After a couple more inquiries, the light came on. I had the wrong part. No wonder I was having vibration problems. Tightening bolts wasn't going to fix this.

So now the problem was how to change the hinges and keep the gear doors exactly in place. There isn't much clearance around the doors to begin with, and they had to go back together just so. The obvious solution seemed to be that I should make some jigs, put together a drill template, and install the new hinges using the old mounting holes. Other than being painful to take something apart that was fitted and nicely painted, the process worked out as well as I could have expected—lots of careful fitting, but it went back together very nicely and has been working very well. No more vibration/shaking.



Match drilling the new stainless hinge using the drill template and the old holes in the gear door



Test fitting the gear door...

I sent the refitted and completed gear doors back to Juan Solario at T&P in Salinas, and he got them back to me within the week, even delivered them to Santa Rosa. Incredible! At the same time, I used a little Jasco paint remover to clean up some other gear door hardware that had been painted, so now it all matches.



Success!



Yes, all back together...



## Book Review –

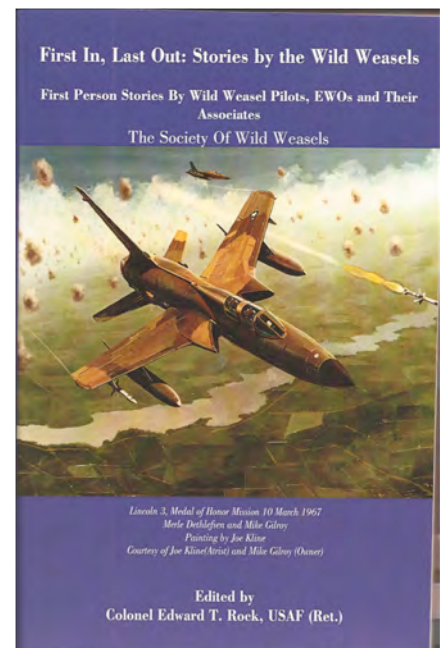
### First In, Last Out – Stories by the Wild Weasels

**Edited by Colonel Edward T. Rock, Published by The Society of Wild Weasels, Feb 2005**

My first “real” job out of college was working for a small company in Sunnyvale named Applied Technology. At that time, it was a division of Itek Corporation, the folks who made fancy space cameras and telescopes. I started there in 1977, not really knowing what I would be getting in to, and stayed for 11 years, followed by another 6 years in a small spin-off company. Applied Technology specialized in Radar Warning equipment - used as defensive avionics for fighter aircraft, both Air Force and Navy/Marines. As my background was in hardware and computer programming, and Applied developed computers, microwave receivers, and software, it seemed like a good match.

Fast forward about 35 years, and I finally went to an Association of Old Crows meeting and got a chance to talk with Dr. John Grigsby, the President of Applied at the time I was there, and one of the original Crows (people involved in the art of radar warning and jamming). After a little more searching on-line, this book popped up. I had to have a copy.

First In, Last Out is a collection of short stories and essays by the people who flew the combat missions or were intimately involved in the development of the hardware (Dr. Grigsby, in particular) for the Air Force Wild Weasel mission. The Wild Weasels are pilots, electronic warfare officers (back seaters) together with their aircraft and equipment, who would directly attack Surface to Air Missile (SAM) sites in order to provide a screen/protection for other attacking aircraft. The stories are mainly about the early days, when aircraft were being shot down daily in Vietnam, but the book covers events up to and including Operation Iraqi Freedom. Lessons learned in Vietnam (the hard way) really made a difference in the Gulf War.



The main thing that got my attention was the intensity of air conflict. We used to watch the TV news back in the 1960s, and early 70's, documenting the body counts, losses, and “accomplishments”. As my draft number was 16, it had my attention. By the end of the Vietnam conflict, we had lost something like 3587 aircraft - 2764 in combat and 823 operationally (source – Wikipedia). (We also lost approximately 5086 helicopters.) These are huge numbers, not to mention the crew losses and the fate of those who were captured.

Despite a lot of “typos”, the book paints a very detailed and graphic picture of the Wild Weasel missions, especially over North Vietnam in the area of Hanoi. Incredible numbers of missiles were fired at them, yet they kept going back for more. And, there is one episode that includes a coordinated mission with Col. Robin Olds that highlights his intensity and leadership.

All in all, First In, Last Out is a Must Read for the personal accounts and history. Especially if you were there.

Don Von Raesfeld  
Membership Chairman  
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Address Label is **RED**,  
time to pay your dues.



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