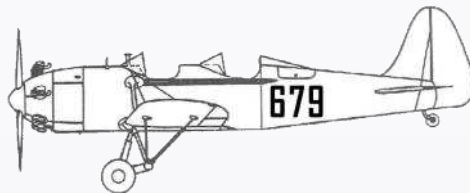


Taildragger

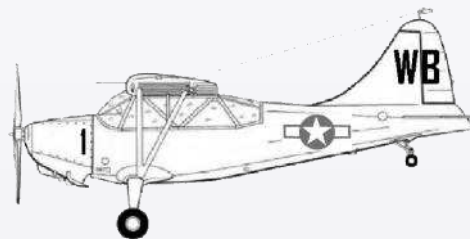
The Official Monthly Newsletter of the Old Dominion Squadron,
Commemorative Air Force



COMMEMORATIVE
AIR FORCE
OLD DOMINION SQUADRON



Ryan
PT-22 Recruit
Miss Cherie



Stinson
OY-1 Sentinel
Nasty Break V

Old Dominion Squadron
Franklin Municipal Airport
32454 John Beverly Rose Drive
Franklin, Virginia 23851

E-Mail:
OldDominionSquadron@yahoo.com

On the Web:
www.OldDominionSquadron.org
www.Facebook.com/OldDominionSquadron

May 8 Arsenal of Democracy: World War II Victory — Capitol Flyover Event Update —

On May 8, 2015, the 70th anniversary of Victory in Europe Day, the skies over the National Mall will be filled with one of the most spectacular and diverse arrays of World War II aircraft to be flown at any one time. Organizers of the *Arsenal of Democracy: World War II Victory Capitol Flyover* outlined plans for the celebration in the nation's capital at a press conference on March 31, 2015 in the World War II Gallery of the National Air and Space Museum in Washington.

The events include a commemorative wreath-laying ceremony at the National World War II Memorial, and the *Arsenal of Democracy Flyover*, featuring dozens of World War II vintage

military aircraft in historically sequenced formations representing the war's major battles, on May 8; and *Fly-In to Victory*, a collection of World War II aircraft participating in the Flyover, on display at the National Air and Space Museum's Steven F. Udvar-Hazy Center on May 9. The *Arsenal of Democracy Flyover* completed a successful practice flight with a single plane on March 18, and has received the necessary approvals from the Federal Aviation Administration (FAA), which said the public interest will be served by "the educational and historic value of this single signature event in commemorating this significant milestone in

(Continued on page 2)



For more coverage, see Page 9,
Best Vantage Point for the May 8 Arsenal of Democracy:
World War II Victory Capitol Flyover

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history.” Flyover organizers have worked closely with the FAA, the Transportation Security Administration, the National Park Service, the U.S. Capitol Police, and the U.S. Secret Service on the event.

Aircraft in the Flyover, which include the P-39 *Airacobra*, P-38 *Lightning*, P-51 *Mustang*, P-47 *Thunderbolt*, FG-1D *Corsair*, B-25 *Mitchell*, B-17 *Flying Fortress*, and the B-29 *Superfortress*, are featured in a special May 2015 issue of *Air & Space Magazine*, which is now on newsstands.

The magazine includes “spotter cards,” which will allow observers to track the aircraft in the Flyover. The Flyover’s Exclusive Formation Sponsors include Honeywell and Northrop Grumman. GE Aviation and Triumph Group are Formation Wingman Sponsors. Air & Space/ Smithsonian is the Media Partner. Aircraft Technical Publishers (in honor of 14th Air Force Captain William L. Daniels), Jet Aviation, the National Business Aviation Association, Signature Flight Support, and The Hill are Gold Sponsors; Aviall, Gulfstream Aerospace Corporation, Jeppesen, the National Air Traffic Controllers Association, Southwest Airlines, the Tracy Forrest Foundation, Textron Aviation/Bell Helicopters, and UTC Aerospace Systems are Silver Sponsors; and Bombardier Aerospace, Ogilvy Government Relations, Rockwell Collins, and Ultra Electronics ICE are Brass Sponsors. For more information on sponsorship opportunities, please visit www.ww2flyover.org/support-the-flyover.

“We are extremely grateful to the generosity of our sponsors for helping to make this unprecedented

event possible so that we can honor American heroes who served so bravely in the war and those at home who worked tirelessly to manufacture the ships, tanks, and aircraft that made it possible for the United States and its Allies to achieve victory 70 years ago,” said the *Arsenal of Democracy Flyover* Executive Committee, composed of Commemorative Air Force President and CEO Stephan C. Brown, General Aviation Manufacturers Association President and CEO Pete Bunce, International Council of Air Shows President John Cudahy, National Air Traffic Controllers Association President Paul Rinaldi, and Doug Rozendaal of the *Texas Flying Legends* Museum.

Photographs of the aircraft featured in the Flyover are available for download on the *Arsenal of Democracy Flyover* Web site at www.ww2flyover.org.

Members of the media are highly encouraged to register to cover the Flyover. On May 7, a limited number of rides in World War II aircraft will be available for the media at Culpeper Regional Airport and Manassas Regional Airport, both in Virginia. Additionally, the media will be able to interview pilots participating in the Flyover, World War II veterans, and event organizers. Only those media registered prior to May 1 will be eligible for the ride-alongs, and a full schedule will be sent to registered media closer to the events. Media registration is available on the Flyover’s Web site at www.ww2flyover.org/contact.



COMMEMORATIVE
AIR FORCE
OLD DOMINION SQUADRON



WHEN

Saturday, May 23, 2015
(Weather Permitting)

WHERE

CAF Old Dominion Squadron
Hangar
Franklin Municipal Airport (FKN)
Franklin, Virginia

EVENT SCHEDULE

Pancake Breakfast
8:30-10:30 AM

James Van Laak
ISS Presentation
10:30 –11:30 AM

Hot Dog Lunch
12:00 Noon-2:00 PM

The cost per person per meal
is a \$7.00 donation

All times approximate

ODS Point of Contact:
Bob Collette
bcollette@logsup.com



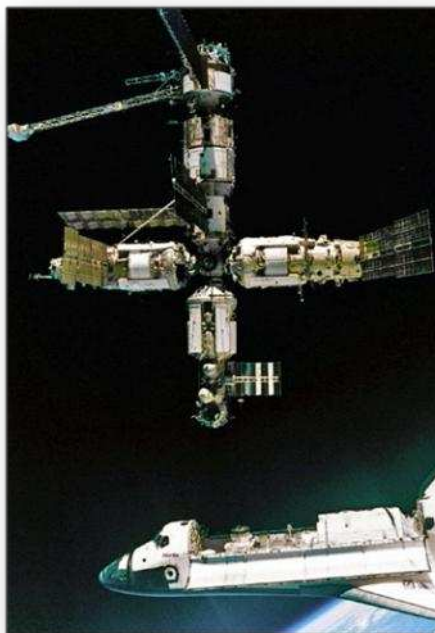
Spring Fling Fly-In

Featuring A Presentation by James Van Laak

Putting the "I" in ISS Bringing the Russians into the International Space Station (ISS)

Follow one man's journey beginning as an F-106 pilot sitting Alert against the Warsaw Pact to leading the International Operations Team that built the International Space Station (ISS).

That journey involved learning to bring two proud nations together in a genuinely cooperative effort, overcoming fear and mistrust, surviving serious problems on both the MIR (Russian space station) and ISS and creating one of the true technical marvels of our age.



James Van Laak

A graduate of Rensselaer Polytechnic Institute, James Van Laak served in the USAF and ANG as a pilot in T-33, F-106 and A-10 aircraft.

1987: To NASA performing independent technical assessments to return the Shuttle to flight following the *Challenger* accident.

1990: Member of the Johnson Space Center's Space Station Freedom management team. Solving major problems led to his selection in 1993 as one of six top managers on the ISS Program.

1995: Deputy Director of the Shuttle-MIR Program putting seven Americans on MIR.

1999: ISS Manager of Operations overseeing all on-orbit assembly and flight operations including 20 successful missions in 18 months.

2003: To NASA Langley holding several leadership roles.

2008: To FAA as Deputy Associate Administrator for Commercial Space Transportation. Also asked to serve on the NextGen Management Board.

Mr. Van Laak retired from the FAA in 2014 and remains active including the purchase of Cherry Ridge Airport in Pennsylvania.

Old Dominion Squadron 2015 Operations

The Old Dominion Squadron's current 2015 Operations schedule is listed at right for reference. See future issues of *Taildragger* for event additions and updates.

Old Dominion Squadron members who are aware of or have additional information about other 2015 air shows or similar events within about a 150 mile radius of Franklin Municipal Airport are encouraged to contact ODS' Operations Officer, CAF Col Michael Kuhnert, as soon as possible. CAF Col Kuhnert will immediately follow up and negotiate ODS aircraft, PX and turret appearances with those events offering the most potential for the Squadron.

The Old Dominion Squadron will also need several volunteers to attend each 2015 event to help support ODS aircraft, turret, PX setup and sales activities as well as Squadron recruiting efforts. Contact CAF Col Kuhnert for more information and to sign up for specific events of interest.



CAF Col Michael Kuhnert
Operations Officer

Date	Show	Location	Aircraft/ Turret/PX	Status
April 11-12	MCAS Beaufort Air Show	Beaufort, South Carolina	OY-1	Cancelled
May 2	Air Show and Open House	Manassas, Virginia	OY-1	Working
May 7-9	<i>Arsenal of Democracy: World War II Victory Capitol Flyover</i>	Over Washington, D.C. by way of Culpeper Regional	OY-1	Working
May 16-17	<i>Warbirds Over the Beach</i>	Virginia Beach, Virginia	Turret/PX	Working
May 16-17	<i>Wings Over Wayne Open House and Air Show</i>	Seymour Johnson AFB, North Carolina	OY-1	Working
May 23	ODS /EAA 339 <i>Spring Fling Fly-In</i>	Franklin, Virginia	OY-1/PT-22/ Turret/PX	Working
May 30	<i>Freedom Fest</i>	Lynchburg, Virginia	OY-1/PT-22	Working
June 5-7	<i>World War II Weekend</i>	Reading, Pennsylvania	OY-1	Working
June 20 or 27	<i>Class of '43 Gathering of World War II Trainers</i>	Williamsburg, Virginia	PT-22/ Turret/PX	Working
July 4	Lake Gaston Flyover	Lake Gaston, North Carolina	PT-22	Working
July 18	7th Annual <i>Wings and Wheels Show</i>	Hot Springs, Virginia	OY-1	Working
September 12	Louisa Air Show	Louisa, Virginia	OY-1/ Turret/PX	Working
September 26	<i>Wings, Wheels and Keels</i>	Hummel, Virginia	OY-1/ Turret/PX	Working
October 17	<i>Wings and Wheels</i>	Stafford, Virginia	OY-1/ PX	Working
October 24	USCG Open House	Elizabeth City, North Carolina	OY-1/PT-22/ Turret/PX	Working
October 31	ODS/EAA 339 <i>Fall Fling Fly-In</i>	Franklin, Virginia	OY-1/PT-22/ Turret/PX	Working

Old Dominion Squadron and EAA Chapter 339

Cook Up Monthly Pancake Breakfasts

The Commemorative Air Force's Old Dominion Squadron and EAA Chapter 339 of Chesapeake, Virginia will cook up pancake breakfasts once again in 2015 on the fourth Saturday of each month (except December). Each pancake breakfast takes place in the Old Dominion Squadron's hangar at Franklin Municipal Airport (FKN) in Franklin, Virginia from 8:30 to 10:30 AM. The cost per person is a \$7.00 donation.

Jointly prepared by the Old Dominion Squadron and EAA Chapter 339, both organizations will need volunteers at the Squadron's hangar each month.

2015

April 25

May 23

June 27

July 25

August 22

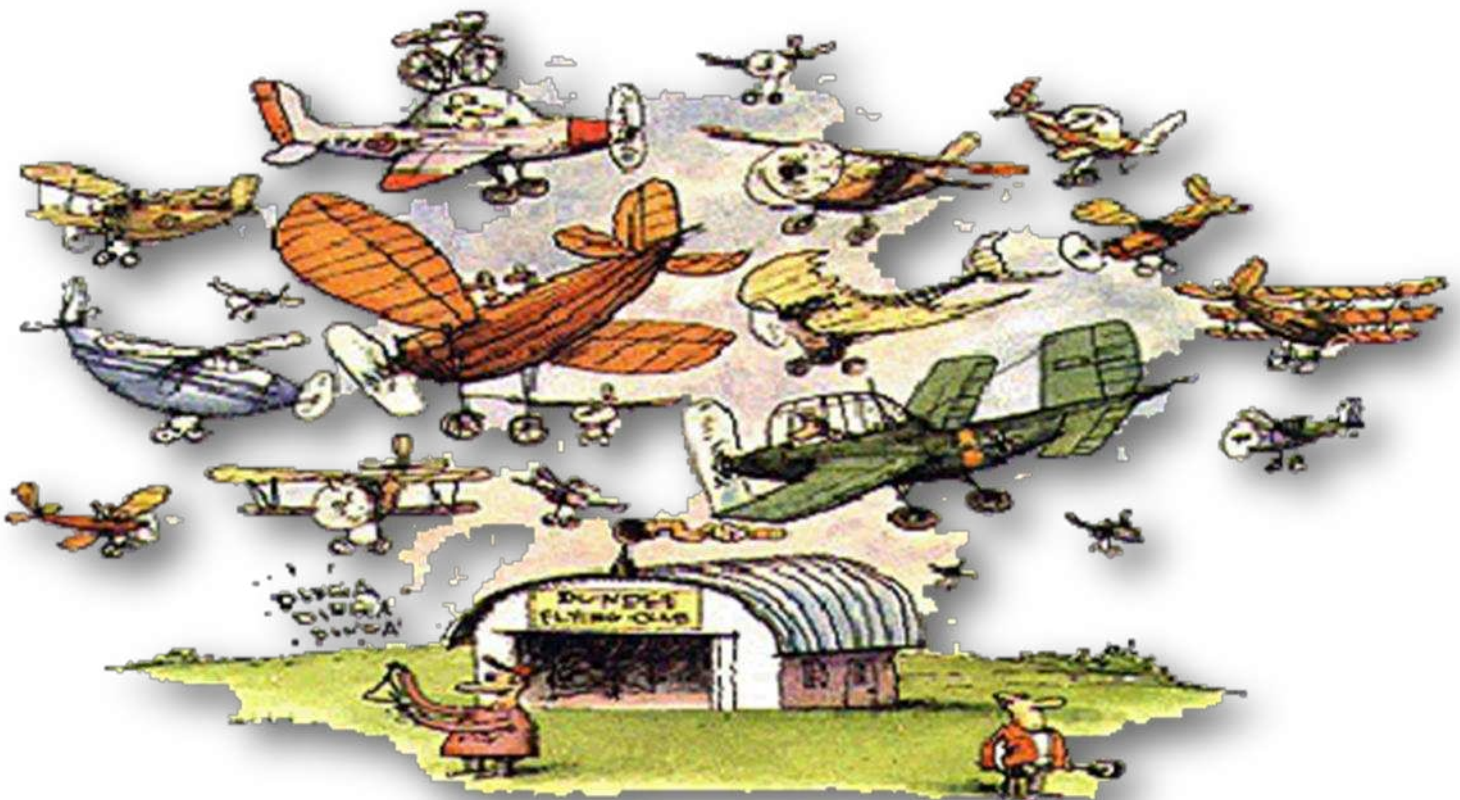
September 26

October 31

November 28



COMMEMORATIVE
AIR FORCE
OLD DOMINION SQUADRON



Remembering ODS' CAF Col Chuck Griminger



With CAF National Capital Squadron's Stinson L-5 Sentinel . . .



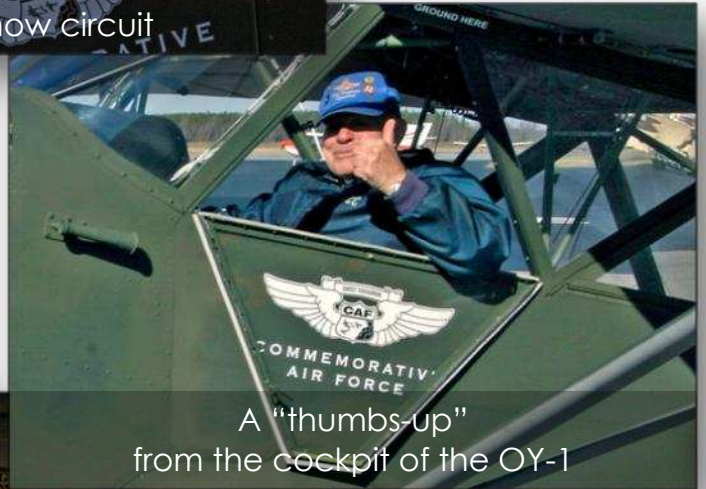
. . . and CAF Col John Fuentes (left) preparing for L-5/OY-1 check ride



On the air show circuit



With ODS' Stinson OY-1 Sentinel and CAF Col Allen Karst (left)



A "thumbs-up" from the cockpit of the OY-1



Standing third from left with members of the Old Dominion Squadron's Stinson OY-1 Sentinel, Nasty Break V, restoration team

ODS PX Reminder



CAF Col Karen Stout
PX Officer

The Old Dominion Squadron will need several volunteers to attend each air show and other scheduled events throughout the 2015 tour season to help transport and setup the PX as well as support PX sales activities.

Contact CAF Col Karen Stout, PX Officer, for more volunteer information as well as to sign up for specific shows of interest throughout the year.

See future issues of *Taildragger* for 2015 Operations event additions and updates.



ODS April Birthdays

CAF Col Ronald J. Martin
Ashland, Virginia
April 12

CAF Col Marion Cecconi
Newport News, Virginia
April 14

CAF Col
Benjamin T. Wainwright
Portsmouth, Virginia
April 17

CAF Col Michael Kuhnert
Topping, Virginia
April 23

CAF Col Edward F. Aronson
Virginia Beach, Virginia
April 26

CAF/ODS April Anniversaries

CAF Col
Samuel R. Lipscomb, Jr.
Commerce City, Colorado
20 Years

Charitable Planning

An easy way to make a planned gift is by including a bequest in your will. Through a bequest, you can make your wishes known today without relinquishing needed assets during your lifetime. Both large and small bequests can play a major role in the Squadron's development.

A bequest to the Squadron can be included in the body of your Last Will and Testament or in an addition to it through a codicil. To name the Squadron as the beneficiary, please use its legal name, "CAF Old Dominion Squadron."

As with lifetime gifts, a specific purpose may be designated for the use of your bequest. If this is your desire, you or your lawyer should contact ODS to make sure the language used in your will correctly states the restrictions. Testamentary gifts to the Squadron are typically deductible for estate tax purposes and may be made in several ways.

ODS 2015 Saturday Membership Meeting Schedule

May 9 @ FKN

June 13 @ FKN

July 11 @ FKN

August 8 @ FKN

September 12 @ FKN

October 10 @ FKN

November 14 @ PVG

FKN:

Franklin Municipal Airport
Franklin, Virginia

PVG:

Hampton Roads
Executive Airport
Chesapeake, Virginia

ODS 2015 Adopt A Hangar Program



The Old Dominion Squadron's Adopt A Hangar program continues for 2015. To adopt the hangar, a Squadron member or other individual agrees to contribute as much as they can toward one or more months' rent. Current monthly rent is \$650. Anyone contributing to one month's rent, at one time or over several months, is eligible for a ride in one of ODS' aircraft.

For more Adopt A Hangar information and contribution opportunities, contact CAF Col Todd Fisher, ODS Finance Officer or CAF Col Bob Collette, ODS Unit Leader/Adjutant. Make your checks payable to the CAF Old Dominion Squadron and mail them to either Squadron officer.



CAF Col Todd Fisher
Finance Officer

2015 Donors

January

CAF Col Buck Barrett
CAF Col Ed Lucas

July

February

CAF Col Buck Barrett
CAF Col Bob Collette*
CAF Col Ed Lucas

August

*Full Month

March

CAF Col Buck Barrett
CAF Col Ed Lucas

September

April

October

May

November

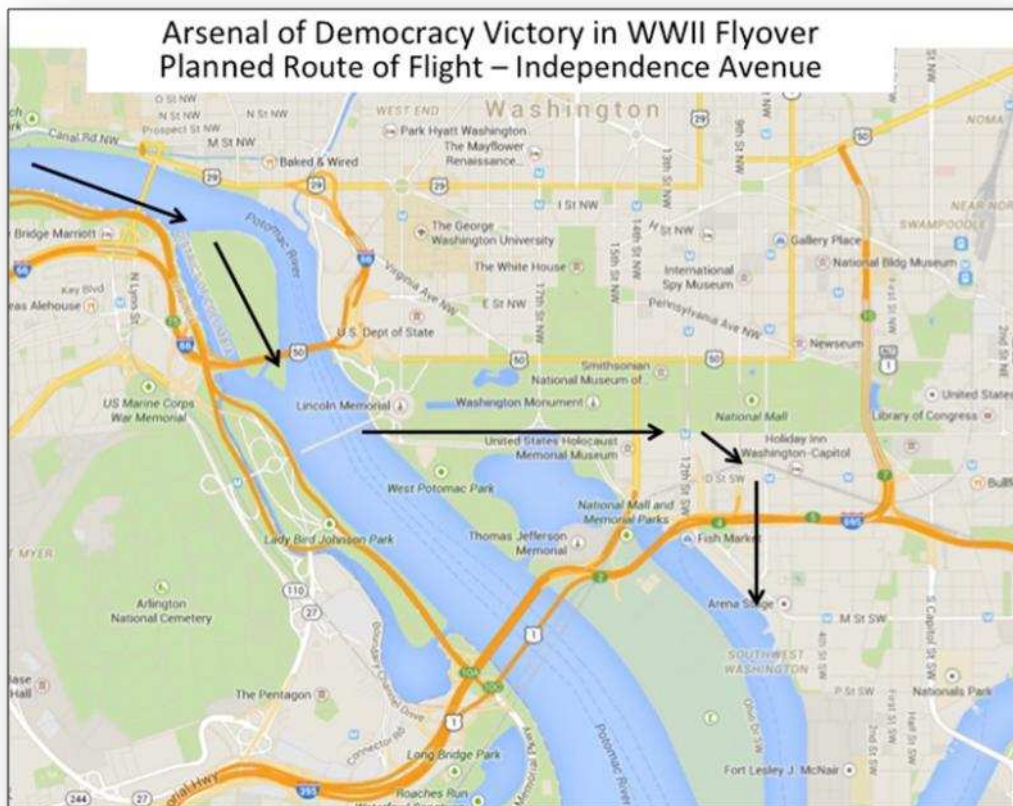
June

December

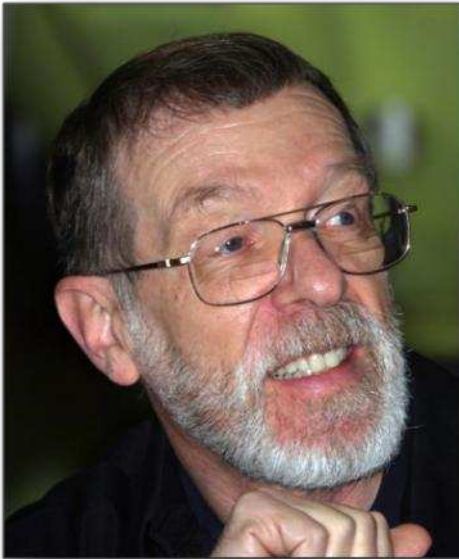
Best Vantage Point for the May 8 Arsenal of Democracy: World War II Victory Capitol Flyover



The Commemorative Air Force is leading the way in what should be the most significant national warbird exhibition since World War II. At 12:10 PM on May 8, 2015, the 70th anniversary of Victory in Europe (VE Day), the flyover of 25 to 70 vintage military aircraft over Washington, D.C. will begin. These aircraft will fly down the Potomac River and along the Capitol Mall at 1,000 feet above ground level. Reagan National Airport will be closed while formations of 4 to 6 aircraft, spaced 2 minutes apart, fly this route. A key viewing spot will be the National World War II Memorial, where World War II veterans will be gathered to see this historic flyover.



ODS Meeting Minutes/April 11, 2015



CAF Col Bob Collette
Squadron Leader/Adjutant
STAFF REPORTS

Unit Leader, CAF Col Bob Collette, opened the meeting and led everyone in the Pledge of Allegiance. Eleven colonels were present. CAF Col Collette passed around the newspaper obituary for long time Squadron member, the recently deceased, CAF Col Chuck Griminger.

Minutes from March's meeting were accepted as entered into the record.

Administration: Executive Officer, CAF Col Larry Stout, reminded everyone that those wishing to fly in Squadron aircraft during the upcoming air show season must first have a signed and witnessed Hold Harmless form on file with the Squadron. CAF Col Stout is the Hold Harmless POC.

Financial: CAF Col Todd Fisher went over the Squadron's current financial posture. Revenues on hand in the business checking account and credit card account, along with deposits pending, amount to \$5,784.

However, insurance and quarterly Annual Unit Administrative Charge (ANUAC) payments to CAF HQ (\$2,000 and \$1,000 respectively) will soon be coming out of that total. The Minimum Cost Recovery Program (MCRP) funds available for the Squadron's aircraft reflect balances of \$4,340 for the OY-1 and \$7,897 for the PT-22. Squadron membership remains at 47 colonels.

Operations: CAF Col Michael Kuhnert reported in by telephone conference call. The upcoming proposed air show schedule for 2015 now includes the following: Open House at Manassas, Virginia (May 2); VE Day 70th Anniversary Flyover of Washington, DC (May 6-8); *Warbirds Over the Beach* (May 16-17); Seymour Johnson AFB (May 16-17); ODS' *Spring Fling Fly-In* (May 23); *Freedom Fest* at Lynchburg, Virginia (May 30); *World War II Weekend* at Reading, Pennsylvania (June 5-7); *Class of '43* at Williamsburg (June 27), Lake Gaston Flyover (July 4); Fly-In at Hot Springs, Virginia

(July 18); air show at Louisa, Virginia (September 12); *Wings, Wheels and Keels* air show at Hummel, Virginia (September 26); *Wings and Wheels* at Stafford, Virginia (October 17); USCG Open House at Elizabeth City, North Carolina (October 24) and ODS' *Fall Fling Fly-In* (October 31). The trip scheduled for the OY-1 to MCAS Beaufort, South Carolina (April 11-12) was cancelled since the NOTAM closing the runway was not lifted and CAF aircraft will never utilize a runway not sanctioned by the FAA. CAF Col Kuhnert indicated that the Old Dominion Squadron would receive \$200 for each of our aircraft attending the Lynchburg *Freedom Fest* plus 20 gallons of gas.

Maintenance: CAF Col Al Karst noted that the annual inspections for both birds have now been completed and signed off. The OY-1 is buttoned up and the PT-22 soon will be. Later this

(Continued on page 11)



year the Squadron maintenance team will address the intercom problem with the OY-1 and the radio transmission distance issue with the PT-22.

Safety: CAF Col Buck Barrett reminded everyone to exercise caution around the hangar and during flight operations.

PX: New PX Officer, CAF Col Karen Stout, was introduced. She indicated that she was happy to be with the Squadron and eager to get started in her new duties. CAF Col Larry Stout passed around the sample T-shirt he has purchased reflecting a picture of the PT-22 with the "Old Dominion Squadron" title and "We Keep 'em Flying" slogan on the front with (in smaller script) the Squadron's Web page. The price is \$16.08 per shirt for a minimum order of 20. CAF Col Collette has assembled a dozen new cardboard magazine storage boxes and started loading them with the Squadron's collection of aviation and military history magazines (protected with clear plastic bags) for the PX to better display them.

COMMITTEE/PROJECTS

Taildragger: CAF Col Jim Euverard had nothing in particular to discuss regarding ODS' monthly newsletter.

Public Affairs/Communications: CAF Col Euverard advised that he will be submitting news releases to local media on the May 8 Washington, DC Fly-Over and noting that 29 of those engaged in the flyover would be CAF aircraft including our OY-1 (if the runway at Franklin is open at that time).



Recruiting: CAF Col Collette noted that CAF Col Steven Hager was recently welcomed back to the Squadron's rolls as our most recent recruit. He once again emphasized the need for everyone to attempt to recruit new members. He briefly discussed possible recruiting enticements including (1) having the first year ODS dues waived or having the first \$50 dues payment cover two years rather than one or (2) giving new recruits an ODS t-shirt from PX stocks or (3) giving new recruits a free flight in one of our aircraft.

Fund Raising: No formal report was given as CAF Col Tom Swartzlander was not present. The fund raising mechanism previously suggested by CAF Col Jerrid Stottlemire, whereby ODS could set up an account through *e-Bay* and *PayPal* for 501(c)(3) non-profits to sell products without paying the normally associated fee, was once again discussed. PX items such as shoulder patches, pins and bumper stickers that could easily be sent through the mail are a natural product for such a venue. Colonel Stottlemire has

indicated he would be happy to work with whoever is willing to run the program to help set up it up. CAF Col Larry Stout has indicated a willingness to run the program.

Social Report: CAF Col Larry Stout had nothing in particular to report although general discussion took place regarding a possible shift of next year's Christmas Party back to the previous venue (the Point Plaza Motel in Newport News). CAF Col Ann Easterbrook has prepared a chili cookout after today's Old Dominion Squadron meeting. CAF Col Fisher will coordinate a hot dog/hamburger cookout after May's Squadron meeting.

Sunshine Committee: CAF Col Collette reported on behalf of CAF Col John Friesz who was not present. He noted that CAF Col Tom Trebby underwent abdominal surgery this last Wednesday, expects to be in the hospital for several days and will be at home recovering for several

(Continued on page 12)

weeks. He would appreciate get well cards and/or e-mail greetings.

ODS/EAA Pancake

Breakfast: CAF Coil Collette reported on behalf of CAF Col John Friesz and indicated that the next Pancake Breakfast would be hosted by the ODS on April 25. March's breakfast netted the Squadron \$109 (in spite of the fact the runway was closed and no one could fly in).

UNFINISHED BUSINESS

CAF Col Euverard is still checking out what is required for Squadron events such as pancake breakfasts, *Spring Fling*, *Fall Fling*, etc. to be listed on the "what to do" apps for local users of smart phones.

CAF Euverard is trying to contact Leigh Block at CAF Headquarters to determine how to go about posting in-flight videos to our Squadron's Web page and also how to post Squadron Standard Operating Procedures (SOPs) to the Web page.

CAF Col Collette noted that the Franklin Municipal Airport runway closure is scheduled

for 75 days from February 25, which would take it to May 10. Accordingly, he suggested, in view of that, the Squadron's *Spring Fling Fly-In*, originally proposed for Saturday, April 25, be rescheduled for Saturday, May 23. This was agreed to.

The Old Dominion Squadron still needs to determine if NIFA Region X SAFECON will be held in Franklin this year and, if so, when. CAF Col Friesz was requested to check on this.

NEW BUSINESS

CAF Col Karst suggested that, as a fund raising initiative, the Old Dominion Squadron might want to send one of our PT-22 t-shirts to the actor Harrison Ford requesting that he either autograph it and return it or make a donation to the Squadron or (preferably) both. The Squadron will pursue this.

CAF Col Euverard noted that on May 16 the Virginia Department of Aviation will meet in their offices at the Richmond airport to discuss where the annual *Virginia Regional Festival of*

Flight will be held in coming years. CAF Col Euverard will represent the Old Dominion Squadron at that meeting.

CAF Col Fisher suggested that, as one method for increasing Squadron membership, the Old Dominion Squadron might wish to, once again, consider moving from Franklin to another, more centrally located, airport within the Hampton Roads geographic area. Other possible sites discussed included Hampton Roads Executive Airport, Williamsburg, Newport News, Chesapeake and Pungo. However, much further study will be required before any decision to relocate is reached.

CAF Col Barrett advised that, as of next year, the Squadron will have to locate a new A&P to assist us in our aircraft's annual inspections. Al Lintz, who we have relied on for several years, has indicated that he will no longer be able serve in that role due to insurance issues.

CAF Col Karst noted that the number of those assisting in the maintenance of our two aircraft has dwindled appreciably. He is currently able to generally muster only one or two colonels to help out during the typically heavy work schedule when annuals are being conducted. All able bodied colonels are requested to help out whenever a maintenance working party is called away.

The next Old Dominion Squadron membership meeting will take place at 10:00 AM on Saturday May 9, 2015 in the conference room of the Franklin Municipal Airport Operations Building. The Staff will meet at 9:30 AM.



The Birth of the Corsair

Part II of III

Shortly after the first flight of the prototype *Corsair*, Boone T. Guyton assumed test pilot responsibilities for the XF4U-1 flight test effort. While performing a series of low altitude cabin pressurisation tests on the fifth flight of the airplane, he almost contributed to the complete demise of the *Corsair* programme. It was a murky day with rain showers throughout the Connecticut test area, and Guyton was pressing to complete canopy structure tests that were required in preparation for subsequent high-speed dive tests. After completing a series of high-speed cruise tests, he found himself far to the northeast of the airfield at Stratford, and started to head back to the field realising that his fuel state was low, and that rain showers were probably heavier than earlier in the day. It wasn't long before he realised that a dense line of rain squalls extended between his position and the airfield.

With fuel extremely low, he started to search for an alternate landing field. With none available in the area, he chose the long fairway at the Norwich Golf Course, after



making the decision that he wanted to land before the airplane's fuel supply was completely exhausted, rather than make a dead-stick landing, Guyton decided that a short carrier-type landing was required and flew the approach with full flaps and power on in order to maintain the slowest possible landing approach speed. As he cut the throttle and allowed the *Corsair* to settle on to the fairway in the three-point attitude, the wet grass, smooth tyres, and relatively high landing speed (approximately 80 knots) combined to create a highly destructive

situation. All of his efforts to bring the aircraft to a stop were futile, and as he neared the edge of the fairway, he tried to ground loop the airplane, but the *Corsair's* brakes were ineffective on the smooth grass. It hit the rough and crashed into a wooded area at the end of the fairway and was catapulted up by the surrounding trees, flipped over on its back, smashed tail first into the stump of a large tree, and finally stopped halfway down a shallow ravine. Fortunately, when it came to rest, there was enough space for Guyton to crawl from under the open cockpit.



Guyton was uninjured except for small cuts and bruises, and at first it appeared that the mass of crumpled wreckage that was once the XF4U-1 *Corsair* was a total loss. But everyone soon gained an understanding of the *Corsair's* rugged construction and the punishment it could withstand. The right wing had been sheared off, the tail assembly badly smashed, and the propeller

(Continued on page 14)

destroyed. But the main fuselage and engine installation, including the landing gear, were intact. After the airplane was hoisted out of the 'rough', the crew at the Vought experimental hangar started an around-the-clock effort to return the prototype *Corsair* to flight status. It took several months to complete this task.

The XF4U-1 attained a speed of 405mph during a flight from Stratford to Hartford, Connecticut, on 1 October 1940, becoming the first US fighter to exceed a speed of 400mph in level flight. The *Corsair's* performance at a time when 400mph was a figure of almost mystical proportion, was final proof that Pratt & Whitney's faith in the air-cooled radial engine was justified. A short time later, Major General Henry H. 'Hap' Arnold, Chief of the Army Air Corps, was told of the *Corsair's* performance on this flight. This information probably helped influence his decision to give Pratt & Whitney permission to stop development of their liquid-



cooled engines, and at the same time, to urge the company to concentrate its efforts on radial engine development.

Further flight testing soon confirmed the outstanding performance capabilities of the XF4U-1. The empty weight of the airplane was only 7,418lbs. It could carry a normal useful load of 2,087lbs (175 gallons of fuel) as a fighter, and 2,295lbs (175

gallons of fuel and 2,081lbs of anti-aircraft bombs) as a bomber. Maximum useful load as a fighter with maximum fuel (273 gallons) was 2,675lbs. At a normal fighter weight of 9,374lbs, the airplane's sea level rate of climb was 2,600 feet per minute, and its service ceiling was 35,500 feet. Takeoff distance on a calm day was 362 feet, and with a 25-knot headwind, 150 feet. Maximum range of the airplane was 1,040 statute miles at 3,500 feet altitude.



For several reasons, the performance of the prototype XF4U-1 was actually better than predicted. The airplane's exterior surface was finished by smoothing the wing and fuselage surfaces with filler and all openings and skin gaps were sealed. A new Hamilton Standard Hydromatic propeller was installed on the airplane which featured improved efficiency over the type originally selected. In addition, the 'jet thrust' exhaust system and the realisation of very high ram pressure recovery by the wing leading edge carburettor

(Continued on page 15)

air intakes provided additional performance improvements.

The prototype *Corsair* was not, however, without shortcomings. The airplane's lateral control system eventually required 96 aileron modifications and 110 test flights before the system was perfected and the airplane's full roll performance capabilities were achieved. The results of wind tunnel spin tests had indicated that the airplane would have questionable spin recovery characteristics once the spin was fully developed. These predictions were verified during the early phases of the XF4U-1 flight test programme. But, it was felt that this characteristic would not limit the combat performance capabilities of the airplane.

The XF4U-1 was flown to Anacostia Naval Air Station for preliminary Navy flight tests on 24 October 1940. The most objectionable characteristics observed during the early phase of these evaluations was a tendency for the port wing to drop during the landing flare manoeuvre, and a directional 'kick' that was caused

by local stall in the 'valley' of the inverted gull-wing in the three-point attitude. There were also complaints about forward visibility during the landing approach.

A request for proposal for a production F4U-1 *Corsair* was received by Vought from the Navy on 28 November 1940. By this time, the military requirements that had influenced the design of the XF4U-1 prototype had changed, and extensive modifications to the original design were required in order to improve the fighter's capabilities. The majority of these changes were directed toward increased fire power, heavier armour, increased protection for fuel and oil supplies, and higher power to meet demands for better performance. At the same time, other design changes were required to facilitate manufacturing and improve serviceability. Ease of mass production, unfortunately, had not influenced the original 1938 *Corsair* design, because limited production runs in those days were normal and the threat of war was not yet considered to be great in America.



Source:

Abrams, Richard. *F4U Corsair at War*.
New York: Charles Scribner's Sons, 1977.



COMMEMORATIVE
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OLD DOMINION SQUADRON



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CAF Col Buck Barrett



Old Dominion Squadron Membership Application

NAME _____		
MAILING ADDRESS _____		
(CITY)	(STATE)	(ZIP)
HOME PHONE _____		BUSINESS PHONE _____
CELL _____	FAX _____	E-MAIL _____
PROFESSION _____		COMPANY & TITLE _____
IF RETIRED, PAST PROFESSION _____		COMPANY _____
DATE OF BIRTH _____	MARRIED? _____	IF YES, SPOUSE'S NAME _____
CAF COLONEL ID NUMBER _____	LIFE MEMBER? _____	DATE JOINED _____
ARE YOU A PILOT?	<input type="checkbox"/> Student	<input type="checkbox"/> Private
	<input type="checkbox"/> Commercial	<input type="checkbox"/> ATR
WHAT SQUADRON ACTIVITIES ARE YOU MOST INTERESTED IN?		
<input type="checkbox"/> Flying	<input type="checkbox"/> Maintenance	<input type="checkbox"/> Restoration
		<input type="checkbox"/> Social/Historical
WHAT SKILLS WOULD YOU BRING TO THE SQUADRON?		
<input type="checkbox"/> Computing	<input type="checkbox"/> Maintenance	<input type="checkbox"/> Photography
<input type="checkbox"/> Salesmanship	<input type="checkbox"/> Technical/Creative Writing	<input type="checkbox"/> Woodworking
<input type="checkbox"/> Other _____		

I have enclosed my first year dues. I also understand that I must be a CAF Colonel in good standing or have sent my Colonel application to Commemorative Air Force HQ prior to joining the Old Dominion Squadron or Carolinas Wing.

\$50.00 per unit (if joining in October, November or December), \$35.00 per unit (if joining in January, February or March), \$25.00 per unit (if joining in April, May or June), \$15.00 per unit (if joining in July, August or September).

Make all checks payable to:
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Mail application and payment to:

CAF Col Bob Collette
Squadron Leader/Adjutant/Recruiting
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Chesapeake, Virginia 23321-1335

SIGNATURE _____ DATE _____