

Volume 4 April 2017 Number 6

FUTURE FLY OUTS

April 4/8/17 Prescott KPRC

4/22/17 Seligman P23

Hangar Party April 9 4pm

PIC Class April 15 9am GEU conference room. Sign up on website

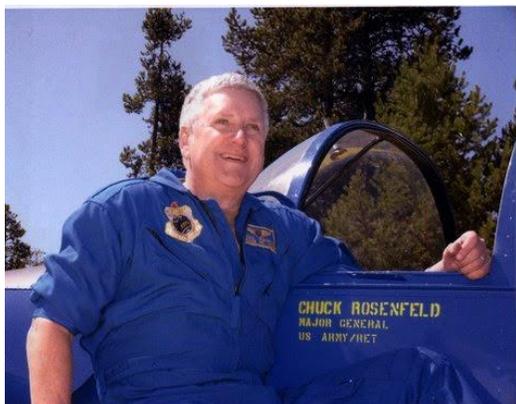
Thursday Morning at Glendale Terminal Restaurant continues all Summer



Winslow Airport March 25th Flyout

John Kannarr

Meet Our Members Charles L. Rosenfeld



Goes By: **Chuck** City: **Sunriver, OR**
 Current Employer: **Retired from Oregon State University**

Military Service: **Yes** 37 years in US Army Retired in 2005

Certificates and Ratings: **(AMEL), sUAV (drone)** Date of Solo: **8/13/64** Total Hours: **4070**

Aircraft Flown: **T-41, Taylorcraft 12BC, Stinson 108-2, T-34, T-33, Citabria, Cessna 150, 172, 182, 185, 210, Piper Warrior, Arrow, Grumman OV-1 (Mohawk), Eclipse Jet, Ercoupe 415C, with F-15, B-2, and S-3 (Honorary Tailhook) rides just for kicks!**

Favorite aircraft: **Ercoupe 415C (Light Sport)** Flight Time: **4070+...more than 1000 in Ercoupes!**

First became interested in Aviation: Civil Air Patrol Cadet Flight Program, 1961

Born in Pittsburgh, PA in 1946, the son of a Hungarian immigrant father, and a mother from an old Yankee family. I've been an 'Airport Bum' for as long as I can remember... My Dad used to take me to Greater Pittsburgh Airport to watch DC-3's, Viscounts, and then the Caravelle jet- we both watched in amazement and yearned to fly. Dad had a profound case of wanderlust, and had flown with Douglas Fairbanks (Sr.), but when he took my Mother up with a barnstormer in 1931 she was so panicked that they had to pry her out of the cockpit... she never flew again!

Dad, who was 53 when I was born, lived vicariously through my airplane adventures. He drove me to Brownie's Airstrip in Monroeville, PA, where CAP Captain Sylvester J. Curto provided flying lessons to half a dozen Cadets in his Taylorcraft, and made arrangements for us to do line duty, airplane polishing etc; for gas money. When I was 15 my Dad and I sneaked away from Mom during our annual vacation at Rehoboth Beach, Delaware, and he rented a Cessna 172 (with instructor) and I flew him along the shore. He was ecstatic, and I was thrilled with my first opportunity to fly a four-place, aluminum aircraft with tricycle gear! The next time that I took Dad flying was a photo mission over Mt St Helens when he was 93.

At Pitt I joined Air Force ROTC and got an occasional chance to fly a T- 34, T-33 or C-47. But I was offered an inter-service transfer to the Army in 1968, and chose a reduced obligation. Thus began a hiatus in my flying, as grad school, a new family and an academic career took precedence. I remained in the Army National Guard, and in 1974 was teaching at Fort Huachuca, AZ. I had two Oregon Guardsmen in my Imagery Interpretation class, and they convinced me to join them in Oregon as a new Aerial Surveillance Company was being formed... This brought me to Oregon State University as a Geosciences Professor, and into the OV-1 Mohawk program in the Guard. Glenn Bending, a Redmond-Bend QB Hangar founding member, and the Guard got me flying again after nearly 10 years as a 'ground pounder'.

I spent 12 years with the 1042 Military Intelligence Company and the 641 Aerial Surveillance Battalion on a variety of missions including the remote sensing of Mount St. Helens (I briefed President Jimmy Carter on those missions), counter-drug surveillance on the Mexican border, geothermal energy mapping and coastal studies. I was promoted “out of the cockpit” in 1988, and spent the remainder of my career in the ‘homeland security’ business in Japan, Bosnia, and Korea, eventually becoming the Assistant Adjutant General (Army) for Oregon. I continued to teach at OSU, and was the pilot of their air photo planes (Cessna 182 and 210) on a host of interesting projects in the U.S., Canada and later a DHC (Twin Otter) on mapping and drought relief missions in west Africa.

Following September 11th, I was selected by the Joint Chiefs of Staff to become the G2 (Intelligence) for Eighth US Army, (Korea). My life became an endless series of Pacific crossings, war games, and decision briefs. I was eventually promoted to Major General and was the Chief of Staff, US Forces, Korea until my retirement in 2005. Along the way I was presented the Commendation Medals of the Korean Joint Chiefs, the ROK Minister of Defense, Defense Superior Service Medal, Legion of Merit (twice), Army Meritorious Medals, Army Commendation Medals, four Campaign Medals and a bunch of other stuff that I probably didn’t deserve - but a bullet hole from a ‘pot grower’ in the Oregon coast range is the only battle damage that my aircraft ever sustained! And then in 2008 I became the President of the WVFC so I’ve done by duty here as well.

In 2013 the unthinkable happened. On a cross-country from Glendale to Oregon, a newly replaced shaft seal was installed with the wrong safety bolt. North of Mesquite, NV the propeller departed from my Ercoupe and I was forced to make a landing in badlands. I was unhurt, but the aircraft was destroyed. I found another Ercoupe and got back to flying kids, aerial photos and the WVFC fly-outs.

Now it's ‘payback time’... I have a 1946 Ercoupe 415C that I fly in Light Sport status. To date I’ve flown nearly 200 Young Eagles (8-18 year olds) and some 19 Valor Flights for recently wounded veterans and WWII aviators in memory of my Dad and Captain Curto. By honoring those who made it possible for us to fly we encourage those who will fly our skies after we’ve ‘gone west’. This is the most rewarding aviating that I’ve ever done.



Standing on the Corner in Winslow

John Kannarr

ALL METAL FOKKER AT GLENDALE.**By Brian R. Baker**

Does anyone remember this? I photographed it on December 7, 2009, in a hangar on the North side of Glendale Airport. It was in the first hangar in the first row, right next to the hangar where Dr. Allen's Pilatus and Rudi Schulz's Cessna 182 currently reside.. It was all metal, and I took a number of pictures of it. The hangar was usually closed, and I never got inside it except for this one time. A short time later, it was gone, and I never did figure out what happened to it.

The plane was all metal, and the outline appeared to be completely accurate. I don't know what type of engine was to be installed, but I suspect that wherever it went, it was probably completed and flown, although I have heard nothing since. Does anyone know the story of this unique airplane? I was recently told that the uncompleted airplane was sold to a museum in Germany, and that the plane was built in the THIRD, not the first hangar. >

**FLYING SAUCERS OVER(?) PHOENIX.****By Brian R. Baker**

The Conrad CA-80 Airship.

This is actually a project started by Clarence Conrad in 1969. Conrad, a private pilot and electrical contractor in Chandler, AZ, became interested in lighter-than-air flight, and designed several projects in the same form as the 1930's dirigibles. In 1975, aided by his son Darwin, he began construction of a giant 225 ft. long cigar shaped airship with metal framework. It was to carry 30 passengers at 100 mph. After the main part was completed, in July, 1975, the area was hit by a windstorm, and the aircraft was reduced to scrap metal.

Disappointed but not defeated, they started a new project, a saucer shaped metal framed airship equipped with internal mylar bags for the helium, and three outboard motor engines, one Mercury and two Evinrudes, one for directional control, one for vertical thrust, and one for horizontal thrust. It was 80 ft. in diameter, and was to have a crew of 2, with four passengers. It was started in the late seventies, and both father and son worked on it in their spare time, as they were both still in the electrical contracting business. The aircraft was constructed in the open, and was highly visible to anyone driving along Williams Field Road in Chandler. Although they spent more than \$50,000 on the project, they never completed it. Apparently, they ran out of resources or interest, and later, the whole thing was gone.

I photographed the partially completed structure in 1977, and the more complete project in 1984 and 1985. The photo on the right shows the final Conrad CA 80.



The Things You Can Learn at Our Monthly Meetings! By Earle Howey

About 40 members gathered in the Glendale Airport Terminal lounge March 14th. For the Club' monthly membership meeting. President Braly opened the meeting by turning the mike over to Mike (Gordon) for details on the up-coming club tour of the Goldwater Range. A 15-minutes discussion resolved all the important details which became irrelevant 5 days later when the Air Force cancelled the tour as they only had 2 A-10s available to shoot at things. This tour is becoming a routine cancellation on the club calendar.

Jack Braly then revealed the club logo sculpted in metal by Jerry, and Brian, copies of which to be given as gifts to our monthly guest speakers. This was followed by Brian Lee's report: the club currently has \$1561 and 128 paid members. Jack also noted that discussion was underway to schedule a PIC course within the next few weeks. Watch your emails for details.

Finally, Jack and Richard Collings revealed and discussed the newly remodeled club web site with tips for navigating same. There are still some unresolved issues, mainly related to creating a member photo directory. There are still some unidentified photos. So, check out the member photo directory; see if you can identify any of the untitled photos. If so, let Richard know so he can provide updates.

That concluded the business portion of the meeting. Jack then introduced our speaker for the evening, Jack Gossett, an old friend from Jack's early days. Jack Gossett has a long and storied career in aviation culminating in a career and retirement from the FAA. Specifically for our March meeting he talked about his early employment as an "insect bomber" in Florida, flying a Cessna 172.

This involved loading small boxes of Screw Worm larva into a box ejection mechanism, flying long hours in a grid formation periodically ejecting a box of screw worms over the Florida country side. Jack revealed in detail that the screw worm is a particularly undesirable pest. We are not prepared to tell you more about the screw worms in this family-oriented newsletter, but there is enough information on line to satisfy every curiosity.

Anyway, the screw worms with which he "bombed" the Florida country side had been sterilized. The idea was that the sterilized screw worms would engage in an unrequited mating with their local counterparts which would reduce the number of screw worms produced in the next "hatching". Over time, this would result in a near zero screw worm population – which has happily been the outcome.

The excitement of this career proved underwhelming for Jack, and in less than three years he moved on to eventually culminate in his long term career with the FAA, which may result in another story from Jack in a future engagement.

February Meeting and Nemesis Rerun

Some 30 members gathered in the Glendale Airport Admin conference room for our February membership meeting Feb. 6th. A brief business meeting preceded another presentation by Dick Robert's friend Jon Sharp.

Jack noted the great effort and hard work Richard Collings continues to put in to the club web site improvements and urged club members to check out progress so far. On a related subject Jack noted the club was still working on the idea of a membership photo directory. He asks any member who does not want their photo or information included in the directory to contact him.

Dick Roberts introduced his friend Jon Sharp and his wife Patricia. Members may remember Jon from his presentation to the club last year. The developer, builder and pilot of Nemesis and Nemesis NXT, Jon is one of the country's premiere aircraft racers. He holds dozens of records and awards including nine consecutive Reno Gold National Championships and more than 16 world speed records and a current speed record exceeding 500 mph for Sport Class racing aircraft. His record setting Nemesis NXT is now at the Smithsonian and will soon be displayed in their Air and Space Museum. Jon is, perhaps, best known for his innovative use of carbon fiber almost entirely replacing metal components in the Nemesis.

Jon showed his newly edited film "Air Racer-Chasing the Dream" and a short excerpt of a new film, now in production. The meeting ended with our traditional door prize drawings.

FLIGHT PATH is published monthly October through April by West Valley Flying Club

(westvalleyflyingclub.org)

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