



FLIGHT-WATCH



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**A TRIP TO
ANDREWS
AIR FORCE
BASE FOR
THE JOINT
SERVICES
OPEN
HOUSE OF
2005**



Sign outside the Flight Operations Building of Andrews Air Force Base

Charlotte. Avgas was available at Stanly County for less than \$3.00 per gallon. Joe Broker would be flying in the back seat of the Kate. The Kate would be flying up in formation with the replica Zero owned by Captain Jack Van Ness.

**PLANNING THE TRIP AND
FLYING TO ANDREWS AIR
FORCE BASE**

Flying the Kate to Andrews Air Force Base would be my longest trip since the principals of Japanese Bomber, LLC, acquired the Kate. It would require about five hours of flying, with one fuel stop at mid-point. We had to plan for the most direct routing and find the least expenses avgas. While we were socked in at Falcon Field on one day of a two-day formation clinic, I reviewed the Atlanta, Charlotte, Cincinnati, and Washington Sectional Charts, determining that the most direct route would be about a heading of zero-five-zero towards Washington, D.C. As Captain Joe Broker and I talked it over, the most logical mid-point for a fuel stop was the Stanly County Airport (VUJ) near Albemarle, North Carolina, just northeast of

The morning of our departure had low ceilings and fog. We had planned to depart at 0900, but had to sit on the ground while the fog lifted. We briefed the flight. Jack would lead the first leg from Falcon Field to Stanly County. I would lead the second leg from Stanly County to Andrews Air Force Base (ADW). While we had received our PPR numbers to land at the Air Force Base, we still had not received our waivers from the Transportation Security Administration ("TSA") to penetrate the restricted airspace south and southwest of Andrews Air Force Base along our flight path in the Washington, D.C. area. The PPR number is entered in the "remarks" section of the flight plan to alert flight operations at the military facility to the fact that a civilian aircraft is *en route* to that facility. TSA waiver numbers are now required in the post 9/11 environment.



The Kate and the Zero after arriving at Andrews Air Force Base. Joe Broker is standing by the Kate. Jack Van Ness is standing by the Zero.

Without a TSA waiver number, if you enter restricted or prohibited airspace, ominous things could happen.

We finally took off at 11:47 a.m. with Jack in the lead. I joined up on his left wing. Joe wanted to do some flying from the back seat, while I learned to operate the new KLN90B GPS receiver recently installed in the Kate. After Joe flew for a while, I took back control of the aircraft and flew on either Jack's left or right wing. As we were approaching the Charlotte area, I could hear Jack talking to Charlotte Approach Control. I then heard the hand-off to the Stanly County Control Tower. Keeping tight formation with Jack, I saw that he gave the signal for a 360 overhead break. Jack set us up on a five-mile initial for Runway 22 left. We had a four-second break interval. That meant that Jack would break left af-

ter over-flying the runway threshold. I would count to four and follow behind him, banking to as much as sixty degrees, maintaining the same altitude and following in trail behind Jack. I would put my landing gear down when he put his landing gear down. As we turned from downwind to base and base to final, the wind was from the right. That meant that Jack

took the left side of the runway, and I took the right side. Jack's taking the left side of the runway gave me "clean air" on my side of the runway. The leader generally takes off and lands on the downwind side of the runway. Otherwise, if he takes off and lands on the upwind side, his propwash can be blown by the crosswind into his number two's flight path.

As we taxied in for gas at Stanly County, a local fire crew took notice of these unusually painted airplanes. People interested in these Japanese airplanes assembled and helped us push the airplanes around while we positioned them at the self-serve fuel pump. The folks at the FBO were kind enough to loan us a courtesy car so that we could get lunch. Upon landing at Stanly County, we finally got a call on our cell phones from Kevin Korterude of the Dixie Wing. He relayed our authorizations from the Transportation Security Administration. After using the courtesy car for a quick trip to Blimpie's, we returned to the airport and made the

necessary phone calls both to the FAA and to the TSA to ensure that we were, in fact, authorized to enter the ADIZ (Air Defense Zone) surrounding Washington, D.C. On this next leg, I would be leading, meaning that I would have responsibility both for navigating and communicating with ATC.



A Nieuport 28 of the 94th Aero Squadron

Our departure from Stanly County was uneventful, except that the audio panel in the aircraft was not configured correctly. I had missed a radio call from the tower, since I had requested a hand-off for flight following *en route* to ADW. As we flew towards northeast, we tried to establish radio contact with Greensboro Approach. Eventually, we obtained discrete transponder code from Washington Center. We stayed on that code all the way to ADW. As we approached the Washington ADIZ, we got frequency changes to various sectors of Washington Center. Finally, we were handed off to Potomac Approach. We were approaching the Brooke VOR (BRV). Brooke was to be our last fix before entering the Washington ADIZ. I fully anticipated that at Brooke we would receive a clearance to enter the Washington ADIZ. As we got the hand-off to the controller at Potomac Approach for this sector, he told us to stand by, since he had to find some information. This was of concern to me, because I knew we were just moments away from entering the Wash-

ington ADIZ. Since we did not have a clearance to penetrate the Washington ADIZ, I began a left turn over Brooke to avoid the Washington ADIZ until I was *sure* that we were cleared to enter the Air Defense Zone. Finally, the controller came back on the radio and told us we were “cleared into the Class Bravo.” He never specifically said we were cleared to enter into the Air Defense Zone. The rings of the Class Bravo and ADIZ are roughly co-terminus. That gave me enough comfort to head directly for ADW, which is the clearance we received from the controller.

As we motored along on about a zero-six-zero heading, we could see the Potomac River below us and the population centers of Washington about forty-five degrees to the left off the nose of the airplane. The GPS navigation devices in the Kate kept giving alarms that we were penetrating restricted or prohibited air space, something we knew very well. Finally, we



Hawker Hurricane

saw ADW in the distance. We were handed off to the control tower. Because the active runway was Runway 19 Left, and because we were heading toward the northeast, we would have to over-fly the airport and fly slightly beyond the airport to the northeast before commencing a gradual and descending left turn over Runway 19 Left. This is precisely what we did. The Zero was positioned off the right wing of the Kate. We came over the threshold of Runway 19 Left at cruise power. I gave the signal for a five-second break interval. Over the threshold of Runway 19 Left, I made a hard break to the left and set the airplane up in the left downwind. Jack followed suit and we landed on Runway 19 Left, receiving directions to exit the runway at Taxiway Charlie on the east side of the field. The east side of Andrews' is the "Navy" side of the base. Civilian aircraft like ours were quarantined on the east side of the base, where we were inspected by military police with specially trained

dogs. We were also required to show our identification to the military police. After we had been inspected by the military police, we started our engines and received clearance from ground control to taxi to the west side of the base. As we approached the west side of the base, the ramp was filled with all kinds of military and civilian aircraft, including fighters, search and rescue aircraft, transport category aircraft and surveillance and reconnaissance aircraft. We taxied in behind the Sky-typers, which is a group of pilots who fly North American SNJ Navy Trainers in a performance involving precise formation flying.

After engine shutdown, there was no fuel or oil available for the aircraft. However, there was a rental car available. We collected our belongings from the Kate, installed the canopy covers, took a few pictures and then headed for the rental car. The story would be incomplete without a discussion of the red lines on the tarmac. There were red lines on the tarmac with words to the effect: "Warning: This is a restricted area. If you penetrate this restricted area, you are subject to having force applied to you by military personnel." Anyway, it was fairly clear to me that the military authorities had certain areas of the Air Force Base they were not interested in having anybody examine.

VISIT TO THE NATIONAL AIR AND SPACE MUSEUM UD- VAR-HAZY CENTER

One of the real treats of the trip to Washington was the chance to visit the Udvar-Hazy Center of the National Air and Space Museum. The aircraft, aircraft engines, and machine guns are well-preserved or restored and attractively displayed. In a number of cases, it was my first opportunity to actually set eyes on aircraft, engines and machine guns I had read about all my life. Rather than cataloging the vast displays at the Udvar-Hazy Center, the photographs accompanying this story are more meaningful.

A VISIT TO THE PAUL E. GAR- BER FACILITY IN SUIT- LAND, MARYLAND

The compliment of Dixie Wing personnel had arrived at Andrews Air Force Base by Friday morning, May 20, 2005. The forecast for the day was rain and wind. While Joe Broker,

The nose of the Enola Gay.



Jack Van Ness, and I had occupied ourselves with a visit to the Udvar-Hazy Center near Dulles on Thursday, May 19, 2005, our contingent of Southern aviators had nothing to do on the “washout” day of May 20. For years, I had heard of the Paul E. Garber Restoration Facility of the National Air and Space Museum in Suitland, Maryland. I had heard that the Suitland facility possessed some very unique and unusual aircraft. While our contingent of aviators and aviation enthusiasts had lunch, I persuaded the group to consider driving to Suitland, Maryland, on the off chance we could find the facility.

As we navigated towards Suitland, we first saw a large correctional facility and eventually signs about our ultimate destination. Remarkably, the entrance to the Paul E. Garber facility appears almost shrouded in secrecy. It is located behind a used car lot. The only indication that anything aeronautical is in the general facility is the presence of an old rocket sitting at the edge of the driveway.

Upon our arrival, I walked into the facility and spoke with the security guard. She related that tours of the facility had terminated. She was very sorry, but she could not let us in the facility. Finally, Security Officer McBryde came along and heard of our plight. He agreed to let us into the building adjacent to the security area, but that was as far as we could go. We wandered around in the first building. Inside was the nose of a Mitsubishi G4M Betty



← Alan Armstrong standing by a Curtiss-Wright P-40E Kittyhawk

bomber. While a Betty bomber may not be an amazing find, the next thing we saw really threw us for a loop. There was a single-engine aircraft in the facility with a fuselage made from steel. The construction of the aircraft as much resembled a submarine as an airplane. No one knew what the airplane was. It turns out it was a Nakajima Army Special Attack Tsurugi (Ki-115). The Tsurugi was a one-way airplane. After you took off, the landing gear was jettisoned. To call the construction of this aircraft crude would be an understatement. It was related to us that the engine was literally bolted to the fuselage with no shock-absorbing mounts. It must have been a truly rough ride.

As we gazed at the Tsurugi, a gentleman who worked in the facility happened by. I explained to him our predicament. He suggested I get on the phone and call someone and see if they would come by and show us the facility. I then asked him if he would consider making the call for us. In a matter of moments, Rob Mawhinney

appeared. Rob worked at the facility and, from what I gathered, was active in aviation as an aircraft and power-plant mechanic. He agreed to show us around. What we saw astonished us.

We walked into a building where they were restoring a Dornier Do 335A-1. This was a large twin-engine push/pull aircraft powered by two Daimler-Benz DB603 engines. The aircraft possessed a maximum speed of 478 miles per hour. The wings had just been painted and looked brand-new. Moving to another building, we saw a collection of aircraft engines, including those of Allied, German and Japanese design. In another building, we saw a Nakajima Navy Kikka. This was the first Japanese jet-powered aircraft that was to have been a twin-engine fighter based somewhat on drawings of the Messerschmitt ME262. The aircraft was scaled down because of the loss of drawings that were otherwise intended for producing the German design. The engines and wings of a Kawasaki Ki-45 Toryu were visible, as well as a collection of German and Japanese bomber and/or attack aircraft, including one German aircraft that was a flying wing with the engines embedded in the wing structure. Also on display was the *Swoose*. The *Swoose* is B-17 B/C model aircraft assembled from a number of wrecks in the Philippines following the attack by the Japanese. The *Swoose* managed to fly out of the Philippines and eventually returned

to the States. Remarkably, the cobbled-together aircraft served throughout the war as a transport aircraft flying American personnel to Latin America and other portions of the globe. The *Swoose* had a very colorful history in the early days of World War Two. For those of you who have seen the early World War Two movie entitled *Air Force*, you will recall a B-17 was cannibalized and assembled from parts. This story was based upon the exploits of the *Swoose*.

There was a German Arado Ar 196 aircraft. This was a reconnaissance and attack aircraft that operated on floats. When you see the aircraft in person, it is quite large. It was also interesting to see the technology and finish of the German and Japanese

Lockheed Constellation

airplanes. Generally, the German airplanes were built to a higher standard. The design and machining techniques appeared to be superior. They appeared to be very rugged and durable aircraft. By comparison, the Japanese airplanes appeared to be somewhat crude. Rob reminded us that the people building the Japanese aircraft could have been women living in some shack with to their children. A more complete appreciation of the kinds of aircraft on display at the Paul E. Garber facility may be realized by viewing the photographs below.

MAKING NEW FRIENDS AT THE AIR SHOW

Saturday morning, May 21, 2005, dawned clear with brisk winds at Andrews Air Force Base. Since the show





A German Delta Wing aircraft made entirely out of wood

had been rained out on Friday, we were expecting record crowds on the tarmac. Joe, Jack and I made our way to the Kate and Zero to remove the canopy covers and prepare the airplanes for the crowds' inspection. During dinner the evening before, I had met Jim McGuire, who flies for Meridian Air Group. Jim and I talked about areas of common interest, since he is involved in promoting the circulation of the publication *Flight Journal*. Jim invited me to meet him at the PBY Catalina owned by Gerry Yagen the next day. I had a chance to visit briefly with Jim on the flight line. However, he was occupied with promoting the *Flight Journal* publication. I met a couple of his friends who had flown the Catalina to Andrews, Bob Hill and Robert Cope. The pilots of the Catalina were experienced in flying large, round-engine airplanes. Also, they were both FAA Aviation Safety Inspectors. They were kind enough to allow me to tour the interior of the PBY, which is a large, hulking aircraft. The Catalina appeared

to have been designed with 1935 technology. Everything about the aircraft was huge, spacious and strong. I can see why these aircraft would have difficulty exceeding a cruising speed substantially in excess of 100 knots.

As it turned out, Bob Cope had participated in a telephonic informal conference in a case where I represented a pilot. The next thing we knew, we were talking shop about pilots, FAA regulations, our responsibilities in the aviation community, etc. We had lunch together and then made our way to the Lockheed Constellation, which was flown by Captain Van Wormer. Van took Bob Hill, Bob Cope and I aboard the Constellation, which was immaculate. The aircraft was in pristine condition. Modern travelers in jet aircraft would envy the amenities in the Constellation. The space between seats was substantial. You were served on porcelain dishware and silverware. There were sleeping berths that folded out from the top of the cabin. At one point in the history of this aircraft, it had been owned by the famed actor, John Travolta. Van explained to us some of the quirks and idiosyncrasies of flying the Constellation.

I also got a chance to visit with Andy Michalak, who flew Gerry Yagen's Spitfire. Andy permitted me to carefully inspect the Spitfire, which was immaculately restored.

THE TRIP HOME

Because we had about five hours of flying ahead of us on Sunday, the decision was made to depart Andrews at 14:15 local time. The evening before our departure, the aircraft were repositioned outside of the crowd line on the flight line for the Sunday air show. We arrived at 7:00 a.m. for the air show briefing, followed by breakfast, checking out of our rooms, and dropping off our rental car. It was then time to stow our luggage and equipment in the aircraft for the return flight to Falcon Field. I had a little bit of time to take a few more pictures of interesting aircraft. Then, Bob Hill and Bob Cope and I had lunch. They reminded me that not only did I need a TSA waiver to get into Andrews, but also a TSA waiver to get out of Andrews. While we got our weather briefings, I called the Transportation Security Administration and activated our waiver to exit the Washington, D.C. airspace.

As Robert Burns once wrote, the best-laid plans of mice and men “gang aft aglay.” In our situation, the Dixie Wing’s C-45, Kate and Zero taxied out as part of a three-ship flight. However, only the C-45 got off the runway, while the Kate and Zero were left on the ground for thirty minutes waiting for a couple of air show performances to be completed. When I had flown into Andrews, the Kate had taken on about 70 gallons of fuel. Our “advertised” fuel capacity is 110 gallons, but there is some literature indicating

that the actual usable fuel may be closer to 92 or 95 gallons in a three-point attitude. As we sat on the ground for thirty minutes with our engines running, I watched the fuel gauge on the left tank decline. I realized that if I was not careful with my fuel consumption on the first leg to Stanly County, I might not make it to Stanly County. This would require three fuel stops instead of two. That would likely lead to my not getting the Kate home before dark. The Kate is not equipped for night flying.

In light of the fuel situation, when we finally got our departure, I decided to use a reduced power setting for maximum cruise and economy. You can bring the Kate power back to 22 inches and 1600 RPM. The mixture control can be pulled back as far as the prop governor. You can verify the appropriateness of your mixture setting by monitoring the exhaust gas temperature gauge. The slow cruising speed I selected for our departure form Washington, D.C., was undesir-

Close-up of rear of German Delta Wing jet aircraft





Fuselage of a Dorien DO 355

able for Jack and the Zero, who departed our two-ship formation and headed directly for Stanly County, alone. I motored along in the Kate at perhaps 110-120 knots and contemplated making a fuel stop at an airport short of Stanly County if my fuel became critical. I cruised at 4500 feet with flight following all the way to Stanly County.

Upon arriving at the Stanly County Airport, I heard an "aircraft" announcing its position in relation to the Stanly County Airport. This turned out to be a blimp. As the blimp was in what would be my left downwind position for Runway 22 Left, I radioed the blimp pilot and told him my intentions. He requested that I do a close-up or a fly by so the passengers in the blimp could take pictures. I told him I would fly below his aircraft and would maintain good spacing. The blimp passed above and to my right as I made my left downwind pattern for

Runway 22 Left.

Jack had just finished gassing up the Zero as I taxied into gas up the Kate. A crowd had assembled to watch Jack and his Zero. I enlisted the crowd members to assist me in pushing the Kate forward to the fuel pump. I closed my VFR flight plan from Andrews to Stanly County via my cell phone, gassed up the Kate, and took a quick look at the Charlotte sectional. After topping off the Kate, I programmed both

my hand-held and the panel-mounted GPS to depart to the south of the Class Bravo airspace surrounding Charlotte in hopes I might get a clearance to fly directly through the Class Bravo airspace on a direct track to Falcon Field. As it turned out, I flew a bit to the south of the Charlotte Class Bravo airspace, but was eventually cleared directly on course to the Greenwood VOR, then the Athens VOR, and then to Falcon Field.

As we motored along toward Falcon Field, the light began to dim. There were occasional clouds just above or below my cruising altitude of 4,500 feet. All of the air traffic controllers were courteous and gave me flight following all the way to Falcon Field. By the time I arrived at Falcon Field, the sun had set and twilight was still prevalent. As luck would have it, there was an aircraft in the pattern doing touch-and-go's. So, I elected to make a left downwind entry for Run-



Paul E. Garber Restoration Facility, as well. I saw remarkable aircraft at those facilities. While the air show was underway, I got to make new friends who share the same passion I do, a love of aviation.

Artwork on “The Swoose”

way 31. I brought the Kate in for a wheel landing and taxied into the Dixie Wing hangar. Joe Broker and Pop Wilson were still waiting for me, since Jack’s Zero was already in the hangar. At this point, I was one tired aviator. We got my gear out of the airplane and topped off the Kate. She was then pushed in the hangar door of the Dixie Wing facility, and I made my way home to see my wife and daughter.

REFLECTIONS ON THE ANDREWS AIR FORCE BASE JOINT SERVICES OPEN HOUSE

The opportunity to participate in the Andrews Air Force Base Joint Services Open House for 2005 was a great experience. Although I had to miss quite a bit of time from work to have this opportunity, I got to visit the Udvar-Hazy facility of the National Air and Space Museum and the

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