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never adopted.. The OY-2 here at Superior has a wide opening behind the cockpit to allow a stretcher -- an air ambulance. These type of aircraft were referred to as "flying jeeps" -- called on to perform whatever task was assigned to it from transporting brass and VIPs to evacuating wounded to artillery spotters and everything in between.

There was also the Stinson Vigilant. The "flying jeep" came from the Stinson HW-75 with its 75 h.p. powerplant. It had two seats up front and a side-ways jump-seat behind and first flew in 1939. Stinson became a subsidiary of the Vultee Corporation. The creation of the liaison category of light observation aircraft began in March 1943. Examples came from Taylorcraft L-2, the Aeronca L-3 and Piper L-4, all purpose-built with a military design and purpose.

Another Stinson model was the Voyager, a high-wing aircraft with three seats and a 75 h.p. Continental A-75 or the A-80-6 85 h.p. engine. Some were designated as YO-54. Tests later lead to the larger and heavier O-62 and later designated as L-5. There were many variants, some powered by a Franklin 90 h.p. or a Lycoming GO 145 75 h.p. engine.

The Luftwaffe used a Piper J-3 Cub that was retrieved by the American forces. Generals Patton, Eisenhower and Marshall used J-3s to look over the battlefield and First Lady Eleanor Roosevelt flew in a J-3 as a promotional stunt.

According to Captain John Johnson the air force dropped bombs on cities while American artillery blasted German armored positions with the help of spotter planes. Piper Cubs were used more than any other aircraft. Piper Cubs were the most popular

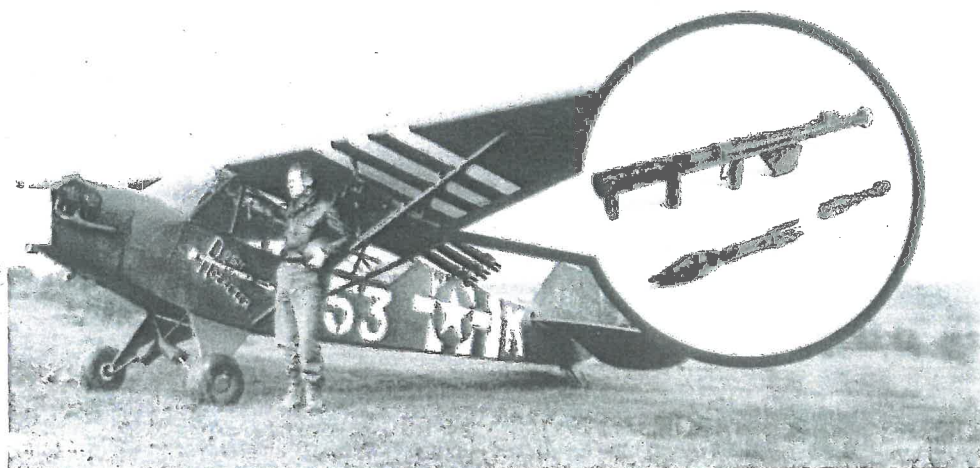
light aircraft being built between 1937-1947. By 1941 the U.S. Army was in the market for a light observation/liasion aircraft. The L-4 was a L-3 with larger overhead windows allowing the pilot to watch for traffic overhead and was used in the European and Pacific theaters doing any job assigned to it.

L-4 pilot Major Charles Carpenter was bored and dissatisfied as he scouted ahead of the advancing 4th Armored Division in the European theater. He fastened six bazookas on the wing struts of his Piper Cub -- "bazooka Charley" -- and began dispatching German tanks into scrap iron and clearing the way for advancing ground forces.

Taylorcrafts were also used during WWII. General Ennis Swift coined the name "grasshopper" for a Taylorcraft L-2 following a bumpy landing. The name has been loosely used for other small green aircraft. The air force began using L-2s like the observation balloons used in France during WW I. In 1942 they ordered four Taylorcraft Ds with the designation YO-51. There were twenty variations - some with side-by-side seating, others with tandem seating and Continental or Franklin engines.

The Aeronca was also used by the military though on a limited basis. Models included the Chief, Super Chief, Scout, Defender, Tandem, Sea Scout, Champ and twenty different variations with a variety of engines and horsepower, tandem or side-by-side seating. Bill Barris and Dick Riedel set a record for time aloft in an Aeronca in 1949. They left Fullerton, California for Miami March 15. Miami was closed in by weather causing them to remain in the air for 14 days before returning to Fullerton and circling the area until April 26 -- a record of over 1008 hours or 42 days in the air.

"Bazooka Charley" Carpenter stands next to "Rosie the Rocketeer", his tank-bustin' Piper Cub with its strut-mounted bazookas.



Hangar Talk

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SUMMER 2020

CARIN' BELLE SOON TO TAKE TO THE SKY



A photo taken on Oct. 29, 2016 of the Stinson-Convair OY-2 N5138B by Tom Tessier shows the aircraft at the Dallas Executive Airport during the Wings Over Dallas Airshow. The following May it was trucked to Duluth and after an engine rebuild and other work will soon become the Lake Superior Squadron's first flyable aircraft.

--- Aerial Visuals

A START-UP IS PLANNED FOR JULY 4th

"We need a flyable airplane" was a comment often heard at monthly meetings of the Lake Superior Squadron. We had one, remember?. It was red and flew from California to St. Paul to Duluth and to Texas and back. But it had issues. Now it is black as it stands guard at the Bong Airport watching the younger generation as they come and go.

Following several tries and dead ends Kevin located a flyable, its condition questionable, aircraft in Texas. Bob and Peter trailered the aircraft to Duluth. Being January the weather was also questionable.

April 2018 -- A&P students next door at the Lake Superior College disassemble the engine to give it a thorough inspection as to its condition. Following the move to Superior the engine is coming back

together and will soon be mounted on the airplane. Corrosion on the firewall prompted its removal and the sheetmetal between it and the cockpit to inspect the framework. The framework was cleaned, primed and painted. The A&Ps have set a date for the start up of the engine -- July 4th. The aircraft will then need 25 hours of air time before it can be certified to carry passengers and the LSS will have a flyable airplane.

The Navy and Marines had four versions of the Stinson Sentinel: L-5B, L-5C, L-5E, all becoming the OY-1 with a 12-volt electric system. The model L-5G became the OY-2 with its 24-volt system and was used in the Korean War as production started in July 1945 with WWII coming to an end. There was no official L-5A reported as the designation was intended for a model that was never built. It was to be powered by a 200 h.p. in-line inverted Ranger engine. Also the L-5D version was one that was

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Meetings are first Thursday of each month,
6:30 at the Amorde terminal building,
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WANTED: NEWSLETTER EDITOR

Unless someone wants to take over this may be the last issue of Hangar Talk. Health care professionals and family members have strongly advised relocating to an assisted living facility for the sake of safety and well-being. There comes a time in life when stairs become a liability and gravity makes it very quick for a body to suddenly move to a lower level with dire consequences.

Assisted living facilities in Superior, Cloquet and Two Harbors were looked at. The Two Harbors Water View Shores location proved to be the best suited to our life style, location and finances. Moving will take a few hours or a day following weeks of disposing of stuff that has accumulated over the 62 years of occupancy and down-sizing from six rooms and a basement to three rooms.

Having difficulty with mobility I invested in a self-folding electric scooter making it possible to explore the many hiking trails in and around Two Harbors. Going on line I was amazed at the wide variety of scooters: two-, three- and four-wheeled, electric and foot-powered, folding and take-apart for ease of transporting, light-weight and heavy, the different manufacturers and models, some to stand on and some to sit on, a wide variety of prices . . . mind boggling.

Likewise having cruised the internet for information on light aircraft I was amazed at the many makes of Taylorcraft, Piper, Stinson and Aeronca airplanes there are, the models and variations.

As I watch the progress on the restoration of the Lake Superior Squadron's OY-2 I am impressed with the perfection and professionalism that is being acted upon the aircraft. It was supposed to have been in a flyable condition. The question of its air-worthiness and the weather - it was January when it was moved to Duluth -- determined the best way would be to detach the wing and trailer it to Duluth -- thanks to Peter and Bob. Once here the propeller was found to have issues. With the reliability of the engine in question A&P students next door at the Lake Superior College disassembled it for a thorough inspection. The move to Superior interrupted its progress but once situated in the new quarters work continued on its complete over-haul. Better to take time and do everything right. Once finished the power-plant will be like new if not better.

Other minor work on the Stinson OY-2 Sentinel fuselage has been done. With the mounting of the engine the aircraft becomes flyable and then 25 hours of sky-time to be certified to carry passengers and join the growing fleet of CAF war birds.

Having been a judge at Buick Club of America car shows I come to appreciate the perfection and finesse that goes into the restoration of an aircraft. A team of judges will begin with 400 points. Points are subtracted with each little imperfection. For example the wrong hose clamps in the engine compartment or oil and grease on the underside. Yes, one member of the team is chosen to get down and under to inspect the underside, one inspects the interior and another the exterior.

One big difference: the automobile stays on the ground and a slight imperfection will not hamper its operation, no chances are taken with an aircraft that flies.

In closing, as the Lake Superior Squadron took up residence at the Bong Airport and I walked through the hanger memories came back of a time in the middle '40s when a flight instructor visited the airplane club at Duluth's Central High School. He asked who would like to take flying lessons. Up goes the hand and I soon found myself walking through that same hangar toward a yellow Piper Cub for my first lesson. The flight instructor later moved his operation to the Williamson-Johnson Municipal Airport in Duluth and using a Taylorcraft with side-by-side seating. There was no tower, no radio. One had to be very observant of traffic while flying the pattern as a Duluth Airlines flying a Beech18 or a Lockheed 202 and later a DC-3 of Northwest comes straight in. Twenty hours of dual, then solo and touch-and-goes, the money runs out. Never did get a pilot's license

Col. Jergen Fuhr

WOULD A NORTHERN ALLIANCE CAF BE FEASIBLE?

The Minnesota Wing had a special meeting in December 2018 to discuss and plan the formation of the Northern Alliance CAF, an organization to be made up of the CAF units in the North Central area of the country. Kevin Parks attended and represented the Lake Superior Squadron 101. No follow-up was held and nothing came out of the meeting. The Alliance could very well have been made up of a CAF unit in Sioux Falls, S.D., three in Minnesota and one in Wisconsin.

The Joe Foss Squadron in Sioux Falls was established 2013 and has a 1944 Stinson L-5B Sentinel. The unit is named after Major Joe Foss, Marine arc fighter pilot, Brigadier General Air National Guard and Governor of South Dakota,

The three in Minnesota would be the Minnesota Wing of South St. Paul with six aircraft: a B-25, Ryan PT-22 Recruit, North American SNJ-6 Texan, Vultee PT-13 Valiant, Stinson L-5 Sentinel and a L-17 Navion being restored. The Wing was organized in 1971 and the first to be chartered outside CAF headquarters. It was intended to be a maintenance unit for the growing fleet of the CAF.

The Red Tail Squadron is located in Red Wing and flies a P-51C Mustang and is tasked with keeping the memory and the history of the Tuskegee Air Men in the forefront with its traveling exhibit Rise Above.

Then there is us.

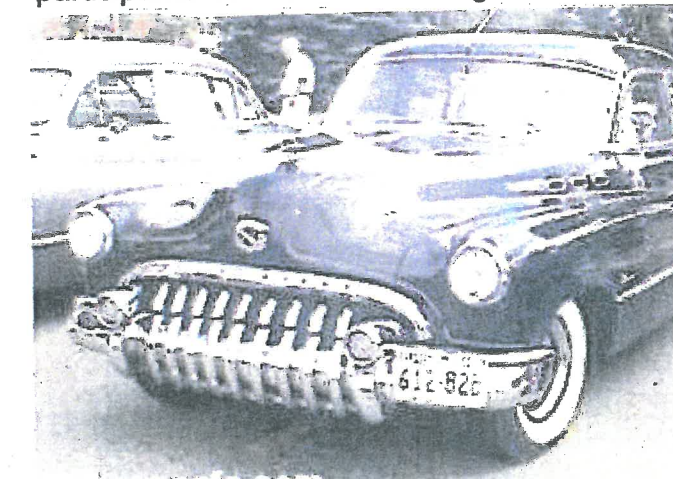
The Wisconsin Wing is located in Waukesha and flies a 1955 T-34A Beechcraft, a PT-26 and a SNJ-5.

A new unit was recently formed in Janesville, Wisconsin. The Tri-State Wing covers Southern Wisconsin, Northern Illinois and Northeastern Iowa and does not have any aircraft assigned to it. Airshows and special events are held at the Southern Wisconsin Regional Airport.

Since the special meeting the Lake Superior Squadron dropped the 101 on its move to Superior giving Wisconsin three units and Minnesota two.

If the proposed Northern Alliance of the CAF could have become a reality and with the complete restoration of Lake Superior Squadron's OY-2 an airshow with ten aircraft could be possible and hosting rotated among the six units or held at Fleming Field in South St. Paul as a central location to cut down on air time.

As the name implies the Buick Club of America is made up of Buick enthusiasts and car collectors. The national organization is divided into six regional divisions. Chapters in each of the regions bid for a chance to host a regional car show while other chapters bid for the national event drawing participants from border to border and coast to coast. Regional meets draw members from a more local area but not uncommon to draw participants from outside the region.



A 1950 MODEL 51 BUICK SUPER

There is always Oshgosh with its BIG annual event that draws everybody and everything that flies to its annual extravaganza and a chance to see who gets voted the best in its class. A regional CAF meet would be a more leisurely event

Granted there are many more Buicks and chapters than airplanes and CAF units, but it would be interesting for nearby units to form an alliance for the purpose of more communication between units, hosting airshows and sharing information and help in the restoration and maintenance of these war-birds,

Food for thought?