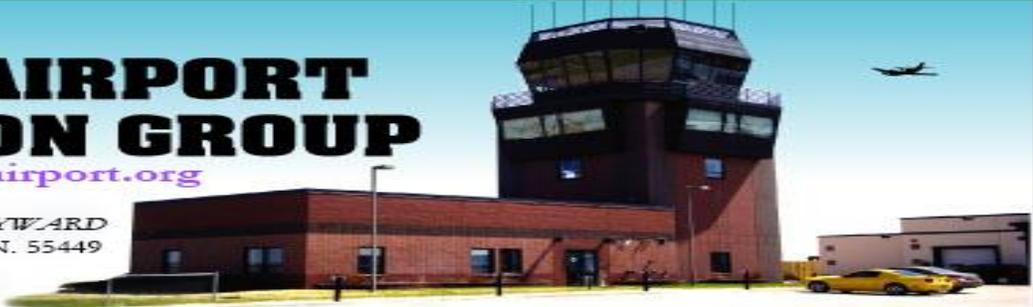


# BLAINE AIRPORT PROMOTION GROUP

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TAKING YOUR AMBITIONS SKYWARD  
8891 Airport Road C-2, Blaine MN. 55449

Fifth year of publication



## THE EDUCATION COORDINATOR ✈️ SEPTEMBER 10, 2015



Charles Lindbergh graduated first overall in his class during military flight training in March 1925. As a 2<sup>nd</sup> Lieutenant he joined the 110 Observation Squadron, 35<sup>th</sup> Division, Missouri National Guard, in St. Louis.

After the Japanese attack on Pearl Harbor, Charles sought to be re-commissioned in the USAAF but his request was declined. By 1943 he joined United Aircraft as an

engineering consultant, working mainly with the Chance-Vought Division. In 1944 he requested of United Aircraft to designate him a technical representative in the Pacific Theater, sent there to study aircraft performances under combat conditions.

### LONGER RANGE ESCORT FIGHTERS WERE NEEDED

Charles developed ways of safely taking off with bomb loads double that for which the Vought F4U Corsair was rated and greatly improved fuel consumption at cruise speeds by introducing engine-leaning techniques enabling fighter bombers and escort aircraft to fly longer range missions. Charles Lindbergh was credited with 50 combat missions in his six months in the Pacific in 1944, flying as a civilian.

The need for longer range escort fighters was very apparent and by October 1943 a design team at North American Aircraft began work on a fighter design that could travel 2,000 miles without refueling. This plan was intended to provide escort fighter protection for B-29 Superfortress missions beyond the range of the Lockheed P-38 and the P-51 Mustang. These missions would be part of the planned invasion of the Japanese home islands.

North American Aircraft's, designer of the P-51 Mustang, Edgar Schmued incorporated two P-51H Mustang fuselages embodying the experience gained in development of the XP-51F and 51G aircraft. Lengthening of the fuselages by an additional 57 inches, adding the space behind the cockpit. The outer wings were strengthened to allow the addition of hard points for carrying additional fuel or ordnance. The two vertical tails were from the XP-51F, but incorporated large dorsal fillets for added stability in case of engine failure. Landing gears retract into the fuselage.

The prototypes were collectively designated as XP-82s and were to be powered by two Packard-built Rolls-Royce V-1650 Merlin engines. The left engine was a V-1650-23 with a gear reduction box to allow the left propeller to turn opposite to the right propeller, which was driven by a conventional V-1650-25. Both propellers would turn upward as they approached the center wing, which was expected to allow better single-engine control. In this configuration the aircraft refused to become airborne during the first attempt. Engineers worked on the problem for a full month and finally discovered the upward turning propellers created sufficient drag to cancel out all lift from the center wing, one quarter of the total aircraft's wing surface. The propellers were exchanged providing a downward rotation that solved the lift problem.

The first XP-82 prototype (44-83886) was complete on May 25, 1945 and was accepted by the Army Air Force on August 30, 1945. Prototype XP-82, P-82Bs and P-82Es retained both fully equipped cockpits so pilots could fly the aircraft from either position alternating control on long flights. Night fighter versions kept the complete cockpit on the left side replacing the right side with a radar operator. C models with SCR720, Ds with APS-4 Radar.

P-82s saw no service during World War II. Engines did not enter the assembly process at the North American Englewood, California factory until 1946. Licensing costs paid to Rolls-Royce for each V-1650 were being increased by Britain and the Packard plants were dismantled after the war. In August 1945 negotiations with Allison Division of General Motors Corporation for a new version Allison V-1710-100 engine forced North American to switch the P-82C and later models to the lower-powered engines.

### THE SURVIVORS

The Air Force accepted a total of 272 F-82/P-82s. Five F-82s are known to still exist at museums and in private collections and in various levels of restoration: **F-82B AF s/n 44-65162** now configured to a F-82G that operated in Korea, credited with the downing of a North Korean La-7 fighter aircraft has been on display at the National Museum of the United States Air Force. **XP-82 AF s/n 44-83887** was used from October 1947 to July 1950 for ram jet tests. **F-82E AF s/n 46-0256** used for high-altitude icing tests beginning in January 1950. On February 27, 1947 the **F-82B AF s/n 44-65168** named "Betty Jo" flown by Colonel Robert E. Thacker, made a nonstop flight between Hawaii to New York without refueling, a distance of 5,051 miles in 14 hours and 32 minutes, powered by a Rolls-Royce Merlin Engine. **F-82E AF s/n 46-0262** outdoor display, Lackland Air Force Base.

# 2015 AOPA FLY-IN



Mark Baker, President and CEO of AOPA and Greg Herrick, President of the Aviation Foundation of America and Owner of the Golden Wings Flying Museum address the large gathering in the Golden Wings Museum exhibit hall with "The fascinating Stories (You've Never Heard) of Historic Airplanes"



Anoka County-Blaine Airport resident Wally Fisk displayed his TBM-3E Avenger on the ramp during the AOPA Fly-in on Saturday August 22, 2015 along with as many as 38 other static aircraft in the display areas. The Avenger was manufactured by General Motors as a torpedo bomber developed for the United States Navy and Marine Corps, and entered service in 1942. 9,839 were built. Wally's Avenger is flown as USN 17.



The exhibit hall held 60 exhibitors and was located for easy access from parking lots and the main stage areas.



George Perry, leader of AOPA Foundation's Air Safety Institute, presented "Mind over Matter: Strengthening the Weakest Link", during the early morning pancake breakfast.



The ramp areas provided access to display, food vendors and conference areas.



PILOT. ELIZABETH "BETTY" WALL  
WASP CLASS 44-WI

The American Aviation Heritage Foundation, Inc. made their first public display of the work in progress of the Wasp BT-13 on Saturday August 22, 2015. "The American Aviation Heritage Foundation, Inc., 501(c)(3) of Minneapolis, Minnesota (the Foundation), is currently engaged in an extensive and historically significant project: to restore to airworthy condition a WWII Vultee BT-13 "Valiant." Upon completion, ownership and FAA registration of our BT-13 will be transferred to the National WASP (Women Airforce Service Pilots) WWII Museum at Avenger Field, Sweetwater Texas where it will become the only airplane of any type flown by the WASP during the war that is owned by the museum." "Preserving Aviation's Past."



Early birds checked out the sunrise from under the wing of their aircraft parked along the taxiways

The effort made by the volunteers, business owners, flying clubs and resident owners and pilots made this a wonderful event for the many visitors that traveled to our airport by air and automobile. This type of cooperation is what sets the standard for the Blaine Airport to thrive and develop through cooperative efforts on common interest projects. It was impossible to see all the events but as the dust settles we will see and hear more regarding the successes achieved. We only had one chance at it. It Was Good! 🙏



Cross Country Challenge - Blaine, MN - Sept. 29, 2015  
Presented by Mark Grady at Key Air 7:00-9:00 P.M.