

# FLY-IN WINGS TO ANOTHER SUCCESSFUL YEAR

Supports aviation education at Joseph Charter School

**Katherine Stickroth**  
For the Chieftain

An estimated 1000 people flocked to what was one of the most diverse airshows in Joseph Fly-in history July 12 and 13. From fighter jets to biplanes and piper cubs, this airshow had it all. Two of the favorites proved to be the P-40 and its sister P-64, and the Pendleton National Guard's big Chinook helicopter that served time in Afghanistan and Iraq. The line for the pancake, sausage, and eggs breakfast on Saturday was long. Breakfast-goers sometimes had to wait for more eggs to get cooked or more pancakes to be flipped. But no one seemed to mind. It was for a good cause and the Saturday morning weather was perfect.

It also seemed to be the most fun Fly-in ever. From Alpha jets to ultralights there was something for everyone. And maybe next year, the legendary DC-3 will return.

The annual gathering welcomed over 100 pilots, both local and from distant reaches in the Pacific Northwest. On Thursday Mark Peterson and his Dormier Alpha jet from Boise flew over the county in formation with Phil Fogg from Aurora piloting his Aero L-39 to announce the beginning of the Fly-in.



Fly-in staff estimated that more than 1,000 people attended the events at the Joseph State Airport on July 12 and 13.

Friday night's outdoor banquet, enjoyed by the public and many pilots who arrived earlier that day, was served by the Lions Club.

Mike Fleming, co-director of the Fly-in, said, "We were happy to have this cooperating experience with the Lions Club. They did a great job."

Excitement filled the air Saturday morning as attendees enjoyed an outdoor pancake breakfast, then welcomed a Curtiss P-40 Warhawk and a replica of a North American P-64. Fogg again took to the air, blasting through the air with his L-39 jet at the finale of students Malichi Roberts and Kana Oliver's performance of the Star Spangled Banner. The talented two-some have other skills as well--Roberts designed this year's Fly-in poster, and Oliver organized the live and silent auctions.

About noon on Saturday, a lone Air Force F-15 made a single flyover, demonstrating how far military aviation has come since the 1960's when both the sleek Alpha and L-39 planes were designed and built.

As much activity was taking place inside the Education Hangar as well as in the air. Children were



The Aero L-39 jet drops toward the runway with East Peak in the background.

Photos by Mary Edwards/For the Chieftain

greeted at the airplane demonstration board by Susan Koehn. Student volunteers from the aviation class at Joseph Charter School led children through the education track of examining a real airplane while wearing a headset, making paper airplanes with powered propellers and piloting a flight simulator with Wallowa County scenes. A child earned a set of wings for completion of each activity, and three wings qualified a child for a free flight on Sunday.

Ronny Morrell, a senior at JCS who assisted with the flight simulator, said, "The aviation program is great. It's not just for pilots, but about all aspects of aviation. I like encouraging younger kids to get interested."

With hundreds of fans crowded at the security fence, the Fly-in was topped with local fliers demonstrating their precision Short Take Off and Landings (STOL) skills, much needed for back-country aviation adventures in Snake River country.

The Northeast Oregon Aviation Foundation was organized four years ago, and the Fly-in is its annual fundraiser.

Fleming said, "The Foundation is very happy with this year's super attendance. The support of the community was above and beyond, and the flying community support was unprecedented."

"We're especially happy with local back country pilots' demonstrations of their skills."

"Quality volunteers did a great job. Many visiting pilots and display pilots commented in amazement that such a small community could put on such a high quality event, with so many great, historic planes."

Hannah Unze, a Joseph mother, was thrilled with the activities.

"It gets better every year."



The WWII P-40 fighter could hit 600 mph in a dive, and level flight under "war power" was at speeds of around 300 mph. It was the only plane to fight in all the theaters of WWII — the Pacific, Europe and Africa.



Bayden Menton and Brad Wilcox get the hang of flying over Wallowa County in the Joseph Charter School's flight simulator at the airshow.



## P40 AND P64 WWII FIGHTERS: RARE PLANES ARE A HIT AT THE FLY-IN

**Ellen Morris Bishop**

The historic, WWII aircraft included a restored WWII P-40 and a replica P-64, both of which reside at Hanger 180, in Lewiston, Idaho.

The P-40 is a true WWII fighter which flew missions in Papua, New Guinea, with the 49th Fighter Wing, owner and pilot Gary Peters noted. The planes, known as "Flying Tigers" were some of the most effective fighter aircraft of WWII. After the war, the plane ended up in Louisiana, parked under LSU Tiger Stadium as part of a disorganized collection of "Tiger" memorabilia. "No one really knew what it was," Peters said. "Then LSU sold the plane to the City of Baton Rouge. They sort of restored it with bono and a lot of paint and hung it in a museum. They didn't know they

had a real P-40. They thought they had a Hollywood replica from the movie Tora Tora Tora." Then the plane was discovered by John Fowletts who was looking for a genuine P-40 to restore. "It turned into an 11 year restoration project," Peters said. "But the plane finally flew in 2008. We brought it back to Lewiston about three years ago."

The P-40 at the Fly-in is one of only about 30 in the world that are still flying. The plane has an Allison engine that generates about 1300 horsepower during takeoff. "The extra engine we have in the hangar in Lewiston was actually flown during the war," Peterson said. "Those original war engines were flown full-out, at 'war power.' They had to be rebuilt after about 250 hours of flying time. But we can get 1200 to 1500 hours on the engine before it needs work, if you treat it right."

When flying level at "war power" the P-40 could reach speeds of 300 mph. The P-40 is one of the fastest diving prop airplanes ever built. "It's dive speeds were over 600 miles per hour," Peters said. "It's a plane that just loves to go fast downhill." But like any high-powered sports car, Peters' P-40 doesn't get very good gas mileage. "It burns about 1 gallon of fuel every minute it's in the air," he said.

The smaller P-64 is a replica of the planes that were designed as economical low budget fighters, said Peters. The first batch of finished planes were delivered to Peru. The next batch consisted of seven planes, destined for Thailand. That entire shipment was on the tarmac in crates ready to be delivered to Thailand when the Japanese bombed Pearl Harbor on December 7, 1942. "Because the Japanese invad-

ed and defeated Thailand two days later, there was no need for those planes to go to Thailand, so they were shipped back to the U.S. to become high performance trainers. They were enough like the P-40 so that young pilots could make the transition to the big P-40 without crashing it."

Only one of the original P-64s is still flying today. The reconstructed replica P-64 that flew into Joseph has a slightly altered design, with wings that are three feet shorter, a 1200 horsepower Merlin engine instead of the original 600 hp, and four (non-operational) .30-caliber machine guns — two in the wings and two in the fuselage.

"It's the funnest airplane we have," Peters said.



The P-64 served as a trainer for P-40 pilots during WWII, but was originally intended as a light fighter for allied airfares, including Peru and Thailand.



## CH-47 CHINOOK HELICOPTER

**Ellen Morris Bishop**

The Pendleton National Guard's big Chinook twin rotor helicopter proved a hit.

Impossible to miss, with an inviting stairway leading to its cavernous interior — which also had seats for 32 passengers. The chopper, named Double Six, was built in 2006, although it was virtually identical in form to the same model built in the 1960s and '70s that saw service in Vietnam. Today, the Chinook participates mostly in search and rescue and fire-fighting, as well as supporting military training exercises around the Northwest.

This particular twin-engine bird weighs in at about 50,000

pounds fully fueled. It can lift 20,000 pounds, and often travels with its cargo slung beneath it. But occasionally it carries up to four Humvees in its cargo hold. Top air speed is 170 knots, with a comfortable cruising speed of 100 to 120 knots.

It has been overseas most of its life, carrying troops and cargo in Afghanistan and Iraq but was retired from overseas/ combat duty after sustaining several "injuries" from RPG's including damaged rotors and fuselage. The Pendleton National Guard was serving in Iraq and the Huey returned to their air base with them after repairs were complete. Since then, the big Chinook aided in rescue and humanitarian missions for Hurricane Florence in South Carolina as well as transporting supplies and firefighters for last year's forest fires in southern Oregon.



ABOVE Visitors peer down into the Chinook's viewport used to check the cargo that is being transported beneath the big chopper. The Chinook can transport up to 20,000 pounds of cargo, including Humvees that are slung underneath or stowed inside. The cheerful red upholstery accommodates 32 passengers.

LEFT The big Chinook helicopter is towed into its parking space at the Joseph Fly-in. The prop wash generated by the huge rotors is powerful enough to tip over nearby small planes.