

WEBVTT

1

00:00:00.185 --> 00:00:02.925

Got to, to quiet you folks down is encouraging to me,

2

00:00:03.245 --> 00:00:05.005

actually, because that means you're talking

3

00:00:05.025 --> 00:00:06.365

to one another and we like that.

4

00:00:07.105 --> 00:00:10.365

Um, it's great to see everybody, uh, getting along so well,

5

00:00:11.105 --> 00:00:12.565

hey, I think we've got a really special

6

00:00:12.565 --> 00:00:13.805

evening in store for you tonight.

7

00:00:13.805 --> 00:00:15.285

Hopefully enjoyed the food, um,

8

00:00:16.065 --> 00:00:18.555

and you've recharged your coffee cups

9

00:00:18.615 --> 00:00:20.035

or your, your beer mugs.

10

00:00:20.755 --> 00:00:22.615

Um, I was thrilled that,

11

00:00:22.615 --> 00:00:25.695

that Peter Garrison accepted my offer to come and,

12

00:00:25.835 --> 00:00:27.975

and, uh, join us at the flight test safety workshop.

13

00:00:28.915 --> 00:00:31.535

Um, he, he's got a great presentation in store

14

00:00:31.535 --> 00:00:32.695
for us, uh, this evening.

15

00:00:33.215 --> 00:00:35.855
I did want to do a mention though of a couple

16

00:00:35.915 --> 00:00:37.815
of special folks that are with us at the head table.

17

00:00:38.635 --> 00:00:41.255
Uh, our society presidents are with us,

18

00:00:41.275 --> 00:00:45.225
and I think that's an important, uh, fact that,

19

00:00:45.225 --> 00:00:46.345
that we're getting the support

20

00:00:46.345 --> 00:00:47.585
that we need from the societies.

21

00:00:47.615 --> 00:00:49.785
It's critically important. So Mo Gerard

22

00:00:50.045 --> 00:00:52.305
and his lovely bride patter with us, uh,

23

00:00:52.365 --> 00:00:54.185
and James Sargent of SFTE.

24

00:00:54.185 --> 00:00:55.225
So thank you so much for,

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00:01:05.775 --> 00:01:07.635
so our, our keynote, like I said, is, uh,

26

00:01:07.635 --> 00:01:08.755
Mr. Peter Garrison.

27

00:01:09.015 --> 00:01:11.715

And, uh, I want to another polling question here.

28

00:01:11.715 --> 00:01:14.355

How many people are subscribers to Flying Magazine?

29

00:01:16.355 --> 00:01:19.295

Really, Peter, we got some work to do.

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00:01:19.615 --> 00:01:21.815

I know that this is, this isn't good for us.

31

00:01:22.405 --> 00:01:24.135

Well, I, I'm not sure, actually,

32

00:01:24.175 --> 00:01:25.175

A better question. How

33

00:01:25.175 --> 00:01:26.115

many people,

34

00:01:27.245 --> 00:01:29.345

How many have ever been a subscriber to Flying Magazine?

35

00:01:29.375 --> 00:01:30.505

Okay, thank you, sir.

36

00:01:31.165 --> 00:01:35.265

Um, I, I'm probably not the high time guy in terms

37

00:01:35.285 --> 00:01:37.625

of a continuous subscription to Flying Magazine,

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00:01:37.625 --> 00:01:39.945

but I've, I've been a subscriber since I was 12.

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00:01:41.355 --> 00:01:44.575

And, uh, our guest speaker tonight has been writing articles

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00:01:44.575 --> 00:01:47.295

for Flying Magazine since 1968.

41

00:01:48.375 --> 00:01:50.265

Okay. I'm glad I got that factoid correct.

42

00:01:51.525 --> 00:01:53.865

That's some heavy lifting folks. If you, if you don't know.

43

00:01:54.365 --> 00:01:59.265

And Peter, uh, I think it's safe

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00:01:59.265 --> 00:02:01.985

to say that he inspired me to become a test pilot, actually,

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00:02:01.985 --> 00:02:03.065

with his writings

46

00:02:03.245 --> 00:02:04.505

and Technicalities column,

47

00:02:04.515 --> 00:02:06.545

which was the first one I always went

48

00:02:06.545 --> 00:02:08.785

to when I got the magazine in the mail.

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00:02:09.125 --> 00:02:11.825

And, and as you can imagine, as a teen, I really got into it

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00:02:11.845 --> 00:02:13.265

and I started flying when I was 14.

51

00:02:13.345 --> 00:02:14.705

I just couldn't wait any longer.

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00:02:15.485 --> 00:02:17.705

And so two years to get to solo was, uh,

53

00:02:18.005 --> 00:02:19.385

was painfully long for me.

54

00:02:20.555 --> 00:02:23.655

Uh, and then he currently writes also the aftermath section.

55

00:02:23.875 --> 00:02:27.115

So, uh, sharing lessons learned,

56

00:02:27.115 --> 00:02:29.395

especially on our light general aviation side where,

57

00:02:29.575 --> 00:02:31.595

you know, the NTSB arguably doesn't really get

58

00:02:31.595 --> 00:02:35.755

that deep into, uh, accident causation for the, like,

59

00:02:35.755 --> 00:02:39.635

journal aviation segment of, of, of the aviation industry.

60

00:02:39.655 --> 00:02:41.835

So it's great that he's actually doing the heavy lifting

61

00:02:41.835 --> 00:02:44.555

there and sharing those critical lessons for those guys

62

00:02:44.555 --> 00:02:47.115

that, uh, enjoy flying the, the puddle jumpers.

63

00:02:48.425 --> 00:02:52.265

He's gonna talk about several of the two airplanes

64

00:02:52.265 --> 00:02:54.465

that he designed himself and built himself.

65

00:02:54.965 --> 00:02:57.385

Uh, and there are amazing air vehicles and,

66

00:02:57.405 --> 00:02:58.505

and the accomplishments that

67

00:02:58.505 --> 00:02:59.685

he actually did in these things.

68

00:02:59.685 --> 00:03:01.325

So I'm not gonna steal any of his thunder.

69

00:03:01.805 --> 00:03:03.525

I think there's a second person in this airplane

70

00:03:03.555 --> 00:03:04.925

that may be your companion, Nancy,

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00:03:05.025 --> 00:03:06.485

who has also joined us this evening.

72

00:03:07.465 --> 00:03:08.925

Hi, Nancy. Um,

73

00:03:13.025 --> 00:03:14.525

So I, I do have to share that I,

74

00:03:14.685 --> 00:03:16.125

I asked Nancy at dinner last night.

75

00:03:16.165 --> 00:03:18.725

I said, what was it like to fly all the way across large

76

00:03:18.725 --> 00:03:22.165

bodies of water trans oceanic in, in this little airplane?

77

00:03:22.585 --> 00:03:23.845

And she said, boring.

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00:03:26.325 --> 00:03:28.965

I said, that's exactly the way Peter probably wanted it.

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00:03:29.585 --> 00:03:31.725

And that's how we like things to go and test, right?

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00:03:31.725 --> 00:03:34.045

Even though we is good. Yes, boring is good.

81

00:03:35.425 --> 00:03:39.485

So he, he'll explain nmu and he'll explain nmu too.

82

00:03:40.305 --> 00:03:44.445

Uh, and he'll maybe explain his infatuation with Latin,

83

00:03:44.545 --> 00:03:46.965

but I, I decided to go ahead and take care of that for you.

84

00:03:47.665 --> 00:03:49.765

Uh, pretty, pretty interesting stuff,

85

00:03:50.935 --> 00:03:54.525

and I, I kind of like it the way he did the bumper sticker

86

00:03:54.525 --> 00:03:55.925

underneath this particular airplane.

87

00:03:56.015 --> 00:03:58.285

Every once in a while, the blind squirrel gets a nut.

88

00:03:58.865 --> 00:04:00.245

And, uh, it,

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00:04:00.505 --> 00:04:04.045

so back in about 2008 when I was headmaster at Navy, TPS,

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00:04:04.045 --> 00:04:07.925

you know, we were under serious attack on budget, uh, and,

91

00:04:07.985 --> 00:04:10.885

and the throughput for the school, uh, keeping the number

92

00:04:10.885 --> 00:04:13.325

of flight test engineers going through the schoolhouse.

93

00:04:13.505 --> 00:04:16.645

And so making frequent trips up to the Pentagon to try

94

00:04:16.645 --> 00:04:19.645

to defend, um, the number of, of graduates

95

00:04:19.645 --> 00:04:20.645
that we had at the schoolhouse.

96

00:04:20.705 --> 00:04:23.965
So, uh, there was a, an article by a lieutenant JG

97

00:04:24.075 --> 00:04:26.645
that was featured in Flying Magazine about his experience

98

00:04:26.645 --> 00:04:27.885
doing night carrier landings.

99

00:04:28.265 --> 00:04:31.045
And the air mail feedback was very, very positive.

100

00:04:31.185 --> 00:04:32.325
So I remember

101

00:04:32.485 --> 00:04:34.325
that it was sticky knowledge, thank you, turbo.

102

00:04:34.745 --> 00:04:36.525
Um, and I figured, okay, well,

103

00:04:37.025 --> 00:04:39.085
why don't we do a feature article on test pilot school?

104

00:04:39.425 --> 00:04:41.845
And what, who better to do that than Peter Garrison?

105

00:04:42.465 --> 00:04:44.125
And I think at the time, his daughter was at Brown

106

00:04:44.125 --> 00:04:46.285
University and he was just passing through,

107

00:04:46.785 --> 00:04:49.285
and I invited him to come to the schoolhouse if he went

108

00:04:49.285 --> 00:04:51.485

through the pain of going through survival training than he

109

00:04:51.485 --> 00:04:52.885
could fly in anything you want.

110

00:04:52.885 --> 00:04:54.485
You can fly in a hornet with me, if you want.

111

00:04:54.485 --> 00:04:57.405
We'll go out and spin it. But, um, unfortunately, he,

112

00:04:57.425 --> 00:04:59.365
he didn't go through the full Monty over there at

113

00:04:59.365 --> 00:05:00.845
the, at the pain cave.

114

00:05:01.105 --> 00:05:05.445
And, uh, so I think he had a, uh, a Black Hawk flight

115

00:05:05.445 --> 00:05:06.525
with Steve Crockett

116

00:05:07.025 --> 00:05:10.445
and a Beaver flight with, uh, bill Warick,

117

00:05:11.495 --> 00:05:16.045
which he wrote about in the technicalities feature column,

118

00:05:16.705 --> 00:05:19.085
uh, back in 2008, I believe.

119

00:05:19.625 --> 00:05:22.165
Um, and at the time, I Claude, you,

120

00:05:22.165 --> 00:05:23.405
you made a modification here.

121

00:05:23.865 --> 00:05:26.405
He called me deceptively youthful.

122

00:05:34.385 --> 00:05:35.485

You're 29, right?

123

00:05:35.965 --> 00:05:38.445

I I've been called far worse. I'll tell you that.

124

00:05:40.115 --> 00:05:41.605

Perhaps he'll explain himself.

125

00:05:41.725 --> 00:05:43.325

I never did ask him what he was really

126

00:05:43.325 --> 00:05:45.445

after by, by that comment.

127

00:05:45.665 --> 00:05:49.205

But, um, he, he did spend some quality time in the classroom

128

00:05:49.205 --> 00:05:51.485

with Greg Duncan dishing out the mathematics.

129

00:05:52.825 --> 00:05:55.285

But I appreciated that he gave test pilot school a little

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00:05:55.285 --> 00:05:56.365

bit of notoriety to me.

131

00:05:56.435 --> 00:05:57.605

It's a national treasure.

132

00:05:58.105 --> 00:06:01.085

It is a fabulous place as all our test pilot schools are.

133

00:06:01.105 --> 00:06:03.325

And, and, uh, we, we really do God's work there.

134

00:06:03.945 --> 00:06:06.365

Um, and we're, and I was pleased that he would,

135

00:06:06.365 --> 00:06:07.685

he took up the offer to come and,

136

00:06:07.685 --> 00:06:08.685
and spend some time with us.

137

00:06:09.425 --> 00:06:12.405
So a few months later, I was out on California on travel

138

00:06:12.665 --> 00:06:13.765
and, uh, called him up

139

00:06:13.765 --> 00:06:15.365
and asked him if I could take him to lunch.

140

00:06:15.865 --> 00:06:17.485
And he said, well, why don't we, why don't we fly

141

00:06:17.485 --> 00:06:19.325
to Camarillo and have a, a bit of chow and,

142

00:06:19.345 --> 00:06:20.445
and, uh, we'll fly over there.

143

00:06:20.465 --> 00:06:24.125
And I said, fantastic. I'll be there to Whiteman shortly.

144

00:06:24.785 --> 00:06:26.685
And, uh, he said, well, why don't you fly us over?

145

00:06:26.715 --> 00:06:28.885
I'll fly us back. I looked in the cockpit of the airplane.

146

00:06:28.955 --> 00:06:30.565
It's a bit minimalist at the time.

147

00:06:30.645 --> 00:06:32.365
I think he's done some interior work since.

148

00:06:33.505 --> 00:06:35.645
But I said, Peter, you know, there's only one set

149

00:06:35.645 --> 00:06:36.685
of controls in the airplane.

150

00:06:36.685 --> 00:06:37.885
He goes, well, you do know how

151

00:06:37.885 --> 00:06:39.085
to fly these things, don't you?

152

00:06:41.845 --> 00:06:43.215
This is my logbook entry.

153

00:06:43.555 --> 00:06:44.855
And every once in a while, you know,

154

00:06:44.855 --> 00:06:46.255
you look back on your logbook entries

155

00:06:46.255 --> 00:06:47.735
and you think, you know, there's a, there's some,

156

00:06:48.205 --> 00:06:49.975
some pretty cool entries and

157

00:06:49.995 --> 00:06:51.575
and memorable flights that you take.

158

00:06:51.595 --> 00:06:54.735
And I got to fly Melmoth too to, to Camarillo Dear

159

00:06:54.985 --> 00:06:55.985
Diary. Exactly.

160

00:06:55.985 --> 00:06:57.785
And, uh,

161

00:06:58.025 --> 00:06:59.425
although I, I got a, you know,

162

00:06:59.465 --> 00:07:00.825

I drug it in a little bit on final.

163

00:07:01.065 --> 00:07:03.425

I did, I was rewarded with a fabulous landing.

164

00:07:03.965 --> 00:07:05.385

And if I can, you know,

165

00:07:05.485 --> 00:07:07.065

tap into my test pilot school training,

166

00:07:07.165 --> 00:07:09.705

the handling qualities of that vehicle were delightful.

167

00:07:11.535 --> 00:07:16.405

Beautiful, Deceptively youthful, yes.

168

00:07:16.475 --> 00:07:20.045

Just, um, so in the latest edition of Flying Magazine,

169

00:07:20.045 --> 00:07:21.325

unfortunately you don't subscribe,

170

00:07:21.345 --> 00:07:22.445

so I'll explain it to you.

171

00:07:22.625 --> 00:07:25.845

Mr. Garrison is also balloon qualified, as I've now learned.

172

00:07:26.505 --> 00:07:29.845

And, um, apparently his balloon instructor

173

00:07:29.845 --> 00:07:33.325

that qualified him gave him the call sign Enigma Spring.

174

00:07:33.345 --> 00:07:35.205

So I'm gonna have to let him explain that.

175

00:07:35.785 --> 00:07:37.485

But I'm gonna get off the stage right now

176

00:07:37.485 --> 00:07:40.685

because I took a sneak peek at his PowerPoint presentation,

177

00:07:40.785 --> 00:07:42.725

and it's pretty amazing stuff.

178

00:07:43.225 --> 00:07:45.805

So I hope you enjoyed as much as, as I know you will.

179

00:07:45.825 --> 00:07:50.565

And, and, uh, again, it it's great that you've,

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00:07:50.665 --> 00:07:51.765

uh, accepted the offer

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00:07:51.765 --> 00:07:52.965

to come and, and speak with us tonight.

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00:07:52.965 --> 00:07:53.965

Peter, thank you so much.

183

00:08:00.995 --> 00:08:01.285

Yeah.

184

00:08:05.525 --> 00:08:06.775

Well, thank you for having me.

185

00:08:08.205 --> 00:08:11.955

Uh, you've been talking quite a lot for the last couple

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00:08:11.955 --> 00:08:14.815

of days, I guess, about, uh, safety

187

00:08:15.115 --> 00:08:19.215

and, uh, flying consciously, thoughtfully, mindfully.

188

00:08:19.925 --> 00:08:23.895

Uh, so I'm here for a little comic relief, uh,

189

00:08:24.905 --> 00:08:27.225

to tell you about some flying

190

00:08:27.225 --> 00:08:29.905

that was incredibly stupid rash,

191

00:08:34.225 --> 00:08:37.645

And only luck, uh, brings me here today.

192

00:08:38.585 --> 00:08:42.845

Um, early in the 1960s, uh, I learned to fly in, uh,

193

00:08:42.855 --> 00:08:47.805

61 and shortly thereafter, uh, somehow came up with the idea

194

00:08:47.805 --> 00:08:49.805

that it would be nice to fly around the world.

195

00:08:50.635 --> 00:08:52.335

And I didn't think it was necessary

196

00:08:52.335 --> 00:08:55.080

to really get very much experience before doing that, that,

197

00:08:55.105 --> 00:08:59.285

but I, I thought that it would be good to have an, you know,

198

00:08:59.305 --> 00:09:01.645

an airplane with sufficiently long range

199

00:09:01.705 --> 00:09:02.925

to at least cross an ocean.

200

00:09:04.025 --> 00:09:05.605

And I couldn't afford an airplane,

201

00:09:05.665 --> 00:09:08.285

so I decided I should probably build an airplane.

202

00:09:09.035 --> 00:09:13.095

And, uh, I had no training of any kind for that.

203

00:09:13.355 --> 00:09:14.775
I'd majored in English in college,

204

00:09:15.115 --> 00:09:19.875
and my, my mathematics ended

205

00:09:19.945 --> 00:09:21.235
with high school algebra.

206

00:09:21.965 --> 00:09:25.745
Uh, but I believed myself to be capable

207

00:09:25.925 --> 00:09:29.105
of anything, even a life of crime.

208

00:09:29.125 --> 00:09:34.065
But instead, I decided, instead I decided to build a plane.

209

00:09:34.285 --> 00:09:38.585
So I, uh, thi this was one of my early, uh,

210

00:09:39.055 --> 00:09:41.185
kind of, uh, age to visualization.

211

00:09:41.935 --> 00:09:45.355
Uh, it was supposed to have a, uh, 300 horse

212

00:09:45.415 --> 00:09:48.035
or 285 horse continental engine.

213

00:09:48.415 --> 00:09:51.035
It was supposed to be all fuel between the engine

214

00:09:51.055 --> 00:09:52.235
and the cockpit,

215

00:09:52.695 --> 00:09:56.075
and it should have had more vertical tail area than it does.

216

00:09:56.215 --> 00:09:59.555

But since it never actually flew, that didn't really matter.

217

00:10:03.075 --> 00:10:06.295

And I went through a number of false starts, just trying

218

00:10:06.295 --> 00:10:08.655

to learn how to fabricate aluminum.

219

00:10:09.155 --> 00:10:12.255

Uh, when I first started this, I, at some point,

220

00:10:12.375 --> 00:10:13.615

I drew a picture of a wing,

221

00:10:13.615 --> 00:10:15.735

and I drew some lines where the ribs were going to be.

222

00:10:15.735 --> 00:10:19.145

And then it suddenly came to me that beyond a line,

223

00:10:19.745 --> 00:10:21.505

I didn't actually know what a rib was

224

00:10:21.965 --> 00:10:24.545

or what it would look like in real life.

225

00:10:25.335 --> 00:10:29.195

Uh, so I had to spend a certain amount of time hovering

226

00:10:29.195 --> 00:10:32.075

around airports, looking inside Cessnas in New York,

227

00:10:33.175 --> 00:10:36.825

just this sort of autodidactic stuff anyone would do.

228

00:10:37.625 --> 00:10:40.645

Uh, and I had a number of false starts.

229

00:10:41.105 --> 00:10:45.965

Uh, and, uh, finally I got working on that,

230

00:10:46.065 --> 00:10:47.885
uh, you know, a sort of a variation of

231

00:10:47.885 --> 00:10:49.245
that bso, what airplane?

232

00:10:49.845 --> 00:10:52.875
While I was in the Navy, I, I was in the Navy for a couple

233

00:10:52.875 --> 00:10:55.115
of years in San Diego, and the Naval Training Center

234

00:10:55.135 --> 00:10:56.355
had a very nice workshop.

235

00:10:56.455 --> 00:10:59.315
And so I started building this airframe there.

236

00:11:00.295 --> 00:11:04.015
Um, but unfortunately, unfortunately, it crashed.

237

00:11:04.735 --> 00:11:06.315
That's not exactly what happened, but,

238

00:11:06.855 --> 00:11:10.115
but I'll just sort of pass quickly over, uh,

239

00:11:10.295 --> 00:11:13.555
how it arrived finally, at this unfortunate condition.

240

00:11:16.255 --> 00:11:19.845
Uh, now I was in, uh,

241

00:11:20.615 --> 00:11:23.525
after I got out of the Navy, I went to England for a while,

242

00:11:23.985 --> 00:11:26.925
and while I was in England, I naturally ran out of money.

243

00:11:27.625 --> 00:11:30.685

And so I wrote three magazine articles about

244

00:11:31.235 --> 00:11:32.445
aspects of aviation.

245

00:11:32.605 --> 00:11:34.845
I send one to flying, one to plane and pilot,

246

00:11:35.385 --> 00:11:37.525
and one to a British magazine called Pilot

247

00:11:37.585 --> 00:11:38.605
and Light Aeroplan.

248

00:11:39.525 --> 00:11:43.465
And it, all, three of them sold to my amazement.

249

00:11:43.885 --> 00:11:45.985
So all of a sudden I had \$225.

250

00:11:46.525 --> 00:11:51.065
Um, the

251

00:11:51.165 --> 00:11:52.505
editor of Pilot

252

00:11:52.605 --> 00:11:54.125
and Light Airplane, uh,

253

00:11:55.245 --> 00:11:57.885
conceived the Bright idea since the article I had written

254

00:11:57.905 --> 00:12:00.725
for him was about that airplane I had been building.

255

00:12:01.805 --> 00:12:03.945
Um, he conceived the bright idea

256

00:12:03.945 --> 00:12:08.105
that he could increase his readership by publishing a design

257

00:12:08.325 --> 00:12:10.225
for a home build airplane in the magazine,

258

00:12:10.225 --> 00:12:13.505
and having people, uh, build along with, you know,

259

00:12:13.615 --> 00:12:17.805
each successive issue next week, a stabilizer.

260

00:12:23.145 --> 00:12:26.845
And so, uh, I asserted that I was competent to do,

261

00:12:27.085 --> 00:12:31.165
to do this, to both design

262

00:12:31.165 --> 00:12:34.125
and build this airplane, which was a complete lie.

263

00:12:34.225 --> 00:12:38.765
But, but fortunately, the editor was un himself unequipped

264

00:12:38.765 --> 00:12:40.885
to judge whether I was competent or not.

265

00:12:43.305 --> 00:12:45.725
So, uh, he agreed to the project,

266

00:12:45.865 --> 00:12:47.845
and we began, I started designing the airplane,

267

00:12:47.945 --> 00:12:50.365
but as always happens with these things,

268

00:12:50.895 --> 00:12:52.245
money got in the way there.

269

00:12:52.625 --> 00:12:55.405
And he never did rent the space under a,

270

00:12:56.545 --> 00:12:58.985

whatever they are at Victoria Station, where I was supposed

271

00:12:58.985 --> 00:13:02.625

to be kind of out there in a little shop front, you know,

272

00:13:02.625 --> 00:13:04.425

hammering and riveting away and stuff.

273

00:13:04.775 --> 00:13:09.305

None of that ever happened. So in, in the end, uh, I left,

274

00:13:09.925 --> 00:13:13.065

uh, taking with me the, the three view of the airplane.

275

00:13:13.765 --> 00:13:16.785

And he took the project to Loughborough University,

276

00:13:16.795 --> 00:13:18.265

where a bunch of professors

277

00:13:18.325 --> 00:13:20.825

and students eventually turned it into this airplane.

278

00:13:21.605 --> 00:13:23.745

Uh, this is called a Tvia Sprite.

279

00:13:24.585 --> 00:13:27.525

Uh, and the reason it's called a Sprite is that the, uh,

280

00:13:27.545 --> 00:13:30.005

editor of the magazine was named Healy.

281

00:13:31.955 --> 00:13:35.605

Uh, you are of course aware of the Austin Healy Sprite,

282

00:13:35.785 --> 00:13:36.965

or perhaps you're too young

283

00:13:36.985 --> 00:13:38.805

to even remember the Austin Healy Sprite.

284

00:13:39.895 --> 00:13:44.695

Anyway, uh, I actually, uh, took home

285

00:13:44.695 --> 00:13:46.975

with me this three, this is kind of faded at this point,

286

00:13:47.555 --> 00:13:51.015

but I cut several feet off the wings, uh,

287

00:13:51.445 --> 00:13:55.335

doubled the horsepower by writing in a larger number on the,

288

00:13:57.915 --> 00:13:58.135

Uh,

289

00:14:02.695 --> 00:14:06.595

Uh, and I started, I started building this thing,

290

00:14:06.855 --> 00:14:10.685

and, uh, it, I,

291

00:14:10.805 --> 00:14:12.125

I was building it in the backyard

292

00:14:12.185 --> 00:14:14.165

of our house in Tarzana, California.

293

00:14:15.125 --> 00:14:19.785

And, uh, it, uh, as you can see, it was, you know, sort

294

00:14:19.785 --> 00:14:21.505

of standard sheet metal construction.

295

00:14:22.125 --> 00:14:26.025

And at one point, a, a old timer named John Thorpe,

296

00:14:26.085 --> 00:14:28.745

who designed the T 18 Home built that some

297

00:14:28.745 --> 00:14:31.945

of you may be familiar with, uh, came over to look at it.

298

00:14:31.945 --> 00:14:34.465

He, he'd been a great help kind of advising me

299

00:14:34.465 --> 00:14:37.025

and letting me use his sheet metal tools and stuff.

300

00:14:37.605 --> 00:14:40.345

And he looked at it and he said, well, he said,

301

00:14:41.085 --> 00:14:42.455

it's built like a brick s**t house.

302

00:14:44.795 --> 00:14:47.455

And at the time, I didn't understand what that meant.

303

00:14:47.695 --> 00:14:52.245

I, uh, It meant quite a bit

304

00:14:52.275 --> 00:14:53.685

stouter than it needed to be.

305

00:14:55.745 --> 00:14:58.605

And, and it's true that, that out of a natural sense

306

00:14:58.605 --> 00:15:00.325

of caution, I used O three two,

307

00:15:00.325 --> 00:15:02.845

where any sane person would've used O 2 0 2 5.

308

00:15:02.905 --> 00:15:05.205

And in general, I went up one gauge.

309

00:15:05.975 --> 00:15:08.035

Uh, and therefore, the weight of the airplane, of course,

310

00:15:09.395 --> 00:15:11.355

ascended by about a gauge as well.

311

00:15:12.795 --> 00:15:15.785
Um, but as you can see that

312

00:15:16.525 --> 00:15:17.905
the conditions were primitive.

313

00:15:18.895 --> 00:15:23.365
But, uh, and I quickly got controls in so that I could sort

314

00:15:23.365 --> 00:15:25.605
of put an, you know, inverted trash can in there

315

00:15:25.625 --> 00:15:28.755
and sit on it and stir the stick around.

316

00:15:29.975 --> 00:15:34.765
Um, plane took shape under a grape arbor

317

00:15:34.795 --> 00:15:36.965
over a period of about three years.

318

00:15:38.275 --> 00:15:40.925
Uh, and, uh,

319

00:15:42.035 --> 00:15:43.855
the dog was very patient about it.

320

00:15:47.445 --> 00:15:49.785
As, as you can see, it had some fairly complicated,

321

00:15:50.045 --> 00:15:51.745
it was actually, uh, I,

322

00:15:51.745 --> 00:15:53.545
I've always had a weakness for complication.

323

00:15:53.765 --> 00:15:58.425
And, and I also always enjoyed reading, uh, NACA reports

324

00:15:58.765 --> 00:16:01.185

and, uh, thinking, oh, that would be cool to have.

325

00:16:02.045 --> 00:16:05.625

Uh, so double slotted Fowler flap, uh,

326

00:16:09.075 --> 00:16:10.895

Air brakes, drooping, arons.

327

00:16:11.195 --> 00:16:15.105

Uh, there was almost nothing that you could think of

328

00:16:15.105 --> 00:16:16.545

that I left out.

329

00:16:17.665 --> 00:16:21.385

Um, so as you can see, it's coming right along,

330

00:16:21.665 --> 00:16:23.465

although it took quite a bit longer than it takes

331

00:16:23.525 --> 00:16:26.865

to push these buttons and quite, quite a lot more trouble.

332

00:16:28.075 --> 00:16:31.175

Um, so here I happen to get an aerial shot of it.

333

00:16:31.175 --> 00:16:32.895

You can see it kind of in the middle there.

334

00:16:33.435 --> 00:16:34.535

Uh, Tarzana at

335

00:16:34.535 --> 00:16:37.255

that time was quite a primitive little suburb of Los Angeles.

336

00:16:37.675 --> 00:16:40.495

Uh, now there's a, there are about 400 people living

337

00:16:40.505 --> 00:16:43.335

where we lived, uh, although not in the same house.

338

00:16:44.115 --> 00:16:45.115

Uh,

339

00:16:45.715 --> 00:16:50.165

So Finally, uh, in September

340

00:16:50.165 --> 00:16:53.245

of 1973, the plane was ready to go.

341

00:16:53.505 --> 00:16:55.965

And, uh, there was a curious little misadventure.

342

00:16:56.245 --> 00:17:00.125

I I was driving around in this empty lot behind the house,

343

00:17:00.745 --> 00:17:03.205

uh, just to make sure there was a sufficient space

344

00:17:03.345 --> 00:17:04.645

to trailer the plane out.

345

00:17:04.985 --> 00:17:06.845

And a man jumped out from behind a bush

346

00:17:06.845 --> 00:17:09.605

and with a gun, which he pointed at me.

347

00:17:10.235 --> 00:17:14.255

Um, and it turns out that it, it was actually the police,

348

00:17:15.155 --> 00:17:17.375

and they were looking for some drug dealers

349

00:17:17.795 --> 00:17:20.455

and figured that anybody driving an old Chevy threw

350

00:17:20.455 --> 00:17:23.655

that back lot, but obviously couldn't be up to any good.

351

00:17:26.445 --> 00:17:29.505

So the plane, uh, took off for the first time in, uh,

352

00:17:30.585 --> 00:17:32.305

September of, of 1973,

353

00:17:33.355 --> 00:17:37.765

and it, uh, embarked on a, a brief,

354

00:17:38.425 --> 00:17:39.805

uh, test flying period.

355

00:17:40.705 --> 00:17:43.565

The, uh, requirement for a home-built airplane like this is

356

00:17:43.565 --> 00:17:47.005

that it fly 25 hours in an unpopulated area,

357

00:17:47.225 --> 00:17:49.285

and if the pilot is still alive at the end, the end of

358

00:17:49.285 --> 00:17:53.575

that period, uh, the plane is then becomes licensed

359

00:17:53.635 --> 00:17:55.815

and can do anything any other airplane can do.

360

00:17:58.185 --> 00:18:00.245

And I recently looked at my log book

361

00:18:00.265 --> 00:18:04.485

and noticed a strange uniformity in the entries.

362

00:18:05.285 --> 00:18:08.145

Uh, and it seemed as though I was flying, you know,

363

00:18:08.145 --> 00:18:13.115

somewhere around 3.7 hours each day for, uh, about two

364

00:18:13.115 --> 00:18:14.715

and a half weeks, uh,

365

00:18:15.295 --> 00:18:18.275

and use the same pen for every entry by the most.

366

00:18:25.975 --> 00:18:28.995

But anyway, the FAA guy finally in, in, in those days,

367

00:18:29.055 --> 00:18:31.395

it was actual FAA people who would come out

368

00:18:31.455 --> 00:18:32.635

and look over your airplane.

369

00:18:32.635 --> 00:18:34.555

Eventually, there got to be so many home builds

370

00:18:34.555 --> 00:18:38.235

that they just delegated it to sort of unemployed passersby.

371

00:18:39.175 --> 00:18:43.635

Um, but this, this was an actual,

372

00:18:43.985 --> 00:18:46.195

this was an actual FAA person.

373

00:18:47.335 --> 00:18:50.835

And, uh, he, he said, well, you can, you can fly it

374

00:18:50.835 --> 00:18:52.715

to Whiteman, but you cannot fly it.

375

00:18:52.715 --> 00:18:53.955

Whiteman being an airport

376

00:18:54.165 --> 00:18:56.395

where I was gonna base the airplane in north northern,

377

00:18:56.445 --> 00:18:59.055

south Santa Fernando Valley in la, uh,

378

00:18:59.275 --> 00:19:02.295

but he said, you can't fly it anywhere else until,

379

00:19:02.745 --> 00:19:05.015

until you get a decent paint job on it.

380

00:19:08.415 --> 00:19:11.055

I, I guess he thought it, it looked too disreputable,

381

00:19:11.055 --> 00:19:12.495

and he was worried that someone would know

382

00:19:12.495 --> 00:19:14.375

that he was the person who had approved it.

383

00:19:17.605 --> 00:19:20.465

Uh, so, and actually, it turned out, I, I kind

384

00:19:20.465 --> 00:19:23.825

of learned from that, and then later I learned, uh,

385

00:19:24.055 --> 00:19:26.505

from the fact that there was quite a lot

386

00:19:26.505 --> 00:19:29.585

of controversy at Flying Magazine about putting this picture

387

00:19:29.725 --> 00:19:32.465

on the cover, because they had never put an unpainted

388

00:19:32.705 --> 00:19:34.105

airplane on the magazine before.

389

00:19:34.105 --> 00:19:36.425

And it was like, kind of something a little bit indecent,

390

00:19:36.885 --> 00:19:37.985

you know, it was like,

391

00:19:38.045 --> 00:19:40.465

you can imagine Playboy would have these things, you know,

392

00:19:41.175 --> 00:19:44.505

well, how much are we gonna show this month?

393

00:19:49.835 --> 00:19:52.615

So anyway, the, as you can see, the plane was quite, uh,

394

00:19:53.245 --> 00:19:55.655

sort of, basically it was conventional and configuration.

395

00:19:56.195 --> 00:20:00.015

Um, the, uh, the, the tip tanks,

396

00:20:00.155 --> 00:20:01.495

and I thought I had a mouse here,

397

00:20:01.495 --> 00:20:03.615

but this mouse doesn't seem to be doing anything.

398

00:20:03.715 --> 00:20:04.895

Ah, here, there it is.

399

00:20:05.395 --> 00:20:07.775

Uh, the tip tanks held 35 gallons each.

400

00:20:08.115 --> 00:20:10.295

The outer wing panels were completely wet

401

00:20:10.355 --> 00:20:12.655

and held some other number of gallons each.

402

00:20:12.655 --> 00:20:17.135

How did that happen? Um, and the total was 155 gallons.

403

00:20:17.735 --> 00:20:22.095

Uh, so, uh, the fuel flow was on the order of nine

404

00:20:22.095 --> 00:20:23.255

to 10 gallons an hour.

405

00:20:23.395 --> 00:20:25.835

So you can see, you could stay up probably

406

00:20:25.835 --> 00:20:26.915
longer than you would want to.

407

00:20:27.745 --> 00:20:32.235
Um, but, uh, there were, there were some, uh,

408

00:20:32.865 --> 00:20:35.195
well, there was basically one aerodynamic issue

409

00:20:35.195 --> 00:20:38.435
that arose right away, and that's that it was the 1970s,

410

00:20:38.435 --> 00:20:39.595
and it didn't have a T tail.

411

00:20:40.295 --> 00:20:43.805
So, uh,

412

00:20:45.655 --> 00:20:49.405
so I rationalized that it, it really needed a t detail, uh,

413

00:20:49.545 --> 00:20:53.245
to deal with some minor issues of

414

00:20:54.215 --> 00:20:57.335
stabilized, uh, vibration at, at low speed.

415

00:20:57.555 --> 00:21:00.175
You may have noticed when the, on the deflected flap,

416

00:21:00.175 --> 00:21:02.255
that the flap was in one piece, structurally,

417

00:21:02.255 --> 00:21:05.175
it was in one piece and passed underneath the fuselage.

418

00:21:05.725 --> 00:21:09.135
Well, that was mainly to make it possible to actuate it

419
00:21:09.135 --> 00:21:11.975
with just two hydraulic actuators instead

420
00:21:11.975 --> 00:21:14.175
of the conventional four or more.

421
00:21:14.935 --> 00:21:17.825
Um, but the problem was

422
00:21:17.825 --> 00:21:19.905
that it created an extremely disturbed flow

423
00:21:19.905 --> 00:21:21.345
underneath the bottom of the fuselage,

424
00:21:21.405 --> 00:21:25.425
and the, the, uh, horizontal tail is a stabilizer.

425
00:21:25.805 --> 00:21:27.865
So it was quite sensitive to that flow.

426
00:21:27.865 --> 00:21:30.505
And at low speeds, you would sort of feel it in the stick.

427
00:21:30.525 --> 00:21:32.465
So I thought, oh, it definitely needed detail.

428
00:21:32.645 --> 00:21:37.335
So, uh, so about three months

429
00:21:37.425 --> 00:21:39.655
after the first flight, I grounded the plane for

430
00:21:40.355 --> 00:21:43.205
couple months and, uh,

431
00:21:44.875 --> 00:21:48.575
turned the, I mean, as, I dunno if you've noticed the cord

432
00:21:48.575 --> 00:21:49.895

of the vertical tail before,

433

00:21:49.995 --> 00:21:53.515
but I added a sort of, uh,

434

00:21:53.515 --> 00:21:56.035
you can see this different colored area.

435

00:21:56.175 --> 00:21:59.935
That's because it's, I don't know, 2014 T 42 instead

436

00:21:59.935 --> 00:22:02.295
of 2024 T three or whatever.

437

00:22:02.835 --> 00:22:07.545
Um, and, uh, that appeared to be a spar.

438

00:22:08.735 --> 00:22:09.875
And, uh,

439

00:22:11.935 --> 00:22:14.075
and I secured the stabilizer to the top of it.

440

00:22:14.415 --> 00:22:17.815
And lo and behold, I had a flutter free,

441

00:22:17.815 --> 00:22:19.135
presumably since there was,

442

00:22:20.095 --> 00:22:21.985
I certainly wasn't gonna test it.

443

00:22:23.285 --> 00:22:23.505
Uh,

444

00:22:30.435 --> 00:22:32.175
So anyway, then it finally got painted,

445

00:22:32.315 --> 00:22:34.455
and this was the, this was the end result.

446

00:22:35.165 --> 00:22:39.955

So, uh, now, uh, in the early summer of, uh,

447

00:22:40.535 --> 00:22:42.955

of 1974.

448

00:22:43.215 --> 00:22:45.755

So at this point, the airplane had probably flown

449

00:22:46.655 --> 00:22:48.175

a hundred hours or something like that.

450

00:22:49.025 --> 00:22:51.945

Uh, we decided to take a trip in it

451

00:22:52.055 --> 00:22:54.505

because sort of my idea of flight testing was you,

452

00:22:54.505 --> 00:22:57.105

you take trips and see if anything weird happened.

453

00:22:58.605 --> 00:23:02.025

And so for our first, for our first significant trip,

454

00:23:02.125 --> 00:23:03.865

we decided to go down to Guatemala.

455

00:23:05.565 --> 00:23:09.685

Uh, now that would not be a good thing

456

00:23:09.705 --> 00:23:12.405

for something good place for something weird to happen,

457

00:23:12.545 --> 00:23:17.475

but, um, so, uh,

458

00:23:17.475 --> 00:23:19.595

there were no radios at that time in the airplane.

459

00:23:19.735 --> 00:23:23.235

And, uh, at that time, Whiteman wasn't a controlled field.

460

00:23:24.065 --> 00:23:25.365

And so I borrowed a radio,

461

00:23:25.485 --> 00:23:27.245

I borrowed a calm radio from a friend,

462

00:23:27.265 --> 00:23:28.845

but it didn't have any nav radios.

463

00:23:29.635 --> 00:23:33.855

And I got together some charts and, uh, we, we,

464

00:23:39.445 --> 00:23:40.985

We, we took off from Key West

465

00:23:41.125 --> 00:23:44.665

and, you know, kind of saw us Cuba off there to the left

466

00:23:45.365 --> 00:23:48.305

and flew down to, uh, Cozumel and,

467

00:23:48.305 --> 00:23:51.105

and made our way down into Guatemala.

468

00:23:51.165 --> 00:23:53.745

In the north there, there's a little place called Mel

469

00:23:54.245 --> 00:23:57.585

Mancos, where we were greeted by a machine gun toting youth,

470

00:23:58.535 --> 00:24:02.275

uh, the usual greeter at,

471

00:24:02.655 --> 00:24:04.355

at Central American airports.

472

00:24:05.015 --> 00:24:09.335

Um, and then we went from there to Teal

473

00:24:09.795 --> 00:24:10.815
and, uh,

474

00:24:11.395 --> 00:24:14.015
and from there to a place called Flores, which was a,

475

00:24:14.375 --> 00:24:16.855
a little town in this middle of a lake,

476

00:24:17.035 --> 00:24:18.535
and reached by a causeway.

477

00:24:19.075 --> 00:24:23.445
And we spent a day in, in Flores, day and night in Flores.

478

00:24:23.445 --> 00:24:25.685
And then the next morning we were gonna take off

479

00:24:25.705 --> 00:24:26.805
for Guatemala City.

480

00:24:27.475 --> 00:24:31.625
And anyone who's flown down there knows about, uh,

481

00:24:32.365 --> 00:24:35.345
midday cumulonimbus buildups over the mountains,

482

00:24:35.485 --> 00:24:37.185
but I'd never flown down there before.

483

00:24:37.245 --> 00:24:40.065
And it didn't even occur to me that that could be a problem.

484

00:24:40.285 --> 00:24:42.745
It was a nice blue sky morning, we took off.

485

00:24:43.615 --> 00:24:45.875
And, uh, then as we neared the mountains,

486

00:24:45.875 --> 00:24:47.995

which separated us from Guatemala City,

487

00:24:48.515 --> 00:24:50.155
I noticed increasing buildups

488

00:24:50.255 --> 00:24:52.155
of very threatening looking clouds.

489

00:24:52.155 --> 00:24:53.795
And we veered ever farther

490

00:24:53.855 --> 00:24:57.035
and farther toward the west, looking for a space

491

00:24:57.055 --> 00:24:58.395
to go through these mountains.

492

00:24:59.165 --> 00:25:01.985
And at a certain point, it became apparent

493

00:25:01.985 --> 00:25:02.985
that we weren't gonna make it.

494

00:25:03.125 --> 00:25:06.705
Now, a a detail that I've omitted from this is

495

00:25:06.705 --> 00:25:11.205
that I didn't actually have a chart for the area.

496

00:25:11.625 --> 00:25:13.605
Uh, I, I did,

497

00:25:13.605 --> 00:25:18.405
however, have a shell roadmap, uh,

498

00:25:18.405 --> 00:25:21.125
but unfortunately, there are no roads in that area.

499

00:25:21.355 --> 00:25:24.245
It's, it's, it's just trackless jungle.

500

00:25:25.345 --> 00:25:28.765

And so the map consisted of a sort of tan field

501

00:25:29.395 --> 00:25:32.405

with winding rivers going through it here and there.

502

00:25:32.665 --> 00:25:34.325

And so we would pass over a river,

503

00:25:34.425 --> 00:25:36.325

and I would try to identify, you know,

504

00:25:36.875 --> 00:25:40.845

does this squiggle look like this squiggle or that squiggle?

505

00:25:41.985 --> 00:25:46.325

Um, and, uh, eventually it appeared we were gonna have to,

506

00:25:46.705 --> 00:25:48.805

uh, give up trying to get to Guatemala City.

507

00:25:48.805 --> 00:25:51.565

And then the problem was how to get back to florist,

508

00:25:51.565 --> 00:25:53.965

because since we didn't have any kind of navigational radios

509

00:25:53.965 --> 00:25:55.165

or anything, we didn't really know where we were.

510

00:25:55.705 --> 00:25:58.605

So I, uh,

511

00:26:00.105 --> 00:26:02.625

I drew on the map a little squiggle,

512

00:26:02.625 --> 00:26:05.705

which was my intuitive sense of what our course had been.

513

00:26:06.435 --> 00:26:08.975

And then using a protractor,

514

00:26:09.025 --> 00:26:12.575

which like a computer produces a false sense of precision,

515

00:26:13.485 --> 00:26:17.845

I, I measured the heading that would take us back to Flores

516

00:26:18.705 --> 00:26:21.285

and just held that heading and off we went.

517

00:26:21.585 --> 00:26:24.465

And Flores didn't appear.

518

00:26:24.565 --> 00:26:29.115

And so after a while, Nancy

519

00:26:29.135 --> 00:26:33.465

and I had a, a, uh, a shouted conversation.

520

00:26:33.485 --> 00:26:36.505

You all conversations had to be shouted in this airplane,

521

00:26:36.955 --> 00:26:39.625

which made it seem like you were always angry at each other.

522

00:26:40.245 --> 00:26:42.585

But in this case, I think Nancy was a little angry.

523

00:26:44.145 --> 00:26:48.285

Um, And, uh, we,

524

00:26:48.345 --> 00:26:50.605

we developed two alternative plans.

525

00:26:50.615 --> 00:26:53.005

There was the Nancy plan, and there was the Peter plan.

526

00:26:53.575 --> 00:26:54.875

And Nancy's plan was

527

00:26:54.905 --> 00:26:57.875

that we should put the plane down on a sand bank in one

528

00:26:57.875 --> 00:26:59.195

of those winding rivers,

529

00:26:59.225 --> 00:27:01.795

because we would almost certainly be found in rescue.

530

00:27:02.795 --> 00:27:04.815

And my plan was that

531

00:27:04.815 --> 00:27:07.895

because I had just built this airplane with years of work,

532

00:27:08.155 --> 00:27:11.535

and didn't want to just leave it in a river in Guatemala,

533

00:27:12.285 --> 00:27:13.815

that we would keep on flying.

534

00:27:14.395 --> 00:27:17.295

And if we ran out of fuel or light

535

00:27:17.395 --> 00:27:19.255

or any of those other necessary things,

536

00:27:19.835 --> 00:27:21.535

we would parachute out

537

00:27:21.575 --> 00:27:23.655

because we still had the parachutes that I'd used

538

00:27:23.655 --> 00:27:24.975

for the early test flowing.

539

00:27:26.405 --> 00:27:28.065

So Nancy didn't feel

540

00:27:28.065 --> 00:27:32.575

that parachuting over the jungle at night was a,

541

00:27:32.715 --> 00:27:37.175

was a sensible alternative to landing in the,

542

00:27:38.995 --> 00:27:41.175

But Fortunately, before,

543

00:27:43.265 --> 00:27:45.765

before we had to make a final decision about this

544

00:27:46.605 --> 00:27:50.815

Hobson's choice, uh, Flores appeared right in front

545

00:27:50.815 --> 00:27:54.535

of the nose, just fabulous navigating.

546

00:27:56.475 --> 00:28:00.325

Um, so anyway, we, we,

547

00:28:00.705 --> 00:28:02.245

we completed that flight.

548

00:28:02.765 --> 00:28:05.485

I, I do want to point out, this picture was taken, uh,

549

00:28:05.585 --> 00:28:08.085

on the way over to Yucatan,

550

00:28:08.385 --> 00:28:10.125

and if you look over on the right hand side

551

00:28:10.125 --> 00:28:13.165

of the panel there, that gaping void,

552

00:28:13.165 --> 00:28:14.445

that's the radio stack.

553

00:28:17.815 --> 00:28:21.315

So There, that,

554

00:28:21.315 --> 00:28:23.355
that picture was taken at Tikal,

555

00:28:23.935 --> 00:28:27.955
we landed on some surprisingly rough runways, uh,

556

00:28:28.055 --> 00:28:29.915
on surprisingly small tires.

557

00:28:30.865 --> 00:28:34.645
And it reinforced my belief that, uh, many of the

558

00:28:35.195 --> 00:28:38.085
limitations published are just imaginary.

559

00:28:41.275 --> 00:28:46.015
So in 1975, the following year, uh, the editor

560

00:28:46.035 --> 00:28:50.745
of Flying Magazine, Robert Park, uh, arranged with Collins

561

00:28:50.765 --> 00:28:53.825
to provide me with a set of radios.

562

00:28:53.885 --> 00:28:57.385
So I got a nice set of Collins micro line radios,

563

00:28:57.385 --> 00:29:00.345
which I still have to this day, and they still work great.

564

00:29:00.645 --> 00:29:02.885
So kudos to Collins.

565

00:29:04.605 --> 00:29:06.745
Oh, I know, I know. There are no parts left.

566

00:29:06.905 --> 00:29:10.345
I know, in fact, I used up a lot of the parts, uh,

567

00:29:12.365 --> 00:29:14.305

anyway, this, this was the,

568

00:29:14.365 --> 00:29:15.745

and there's even, as you can see,

569

00:29:15.745 --> 00:29:17.785

over on the right hand side of the panel,

570

00:29:17.785 --> 00:29:21.145

there's a fuel totalizer, which would seem like a good thing

571

00:29:21.145 --> 00:29:24.145

to have as you're planning to do really long flights.

572

00:29:24.805 --> 00:29:28.335

So we were now going to fly across the Atlantic, uh,

573

00:29:28.555 --> 00:29:33.365

and I got together all this stuff, um, which included a, uh,

574

00:29:34.045 --> 00:29:37.605

a life raft, uh, which was in here.

575

00:29:38.525 --> 00:29:40.985

Uh, this was a two person raft, but,

576

00:29:41.065 --> 00:29:45.045

but I learned, uh, eventually that the actual number

577

00:29:45.045 --> 00:29:49.495

of people that a raft can carry is half the rated number.

578

00:29:50.245 --> 00:29:52.465

So, a two person raft actually carries one person

579

00:29:52.465 --> 00:29:54.265

and one person raft doesn't carry anyone at all.

580

00:29:55.245 --> 00:29:58.305

Uh, you have to just tread water next to it

581

00:29:58.305 --> 00:29:59.665
until the sharks come.

582

00:30:03.855 --> 00:30:06.315
And then up here, you can see this, this little thing,

583

00:30:07.025 --> 00:30:10.795
this was a, a radio that my father had come up

584

00:30:10.795 --> 00:30:15.075
with somewhere, and it had this rotating antenna on the top,

585

00:30:15.335 --> 00:30:17.475
and so it could be used as a direction finder, kind

586

00:30:17.475 --> 00:30:19.995
of the way an old a DF in the thirties worked.

587

00:30:20.015 --> 00:30:22.125
You know, it just sort of, um,

588

00:30:23.095 --> 00:30:26.075
and so we, we had to, when we showed up in Halifax,

589

00:30:26.095 --> 00:30:30.915
in Nova Scotia to be approved by the authorities for, uh,

590

00:30:30.935 --> 00:30:35.445
flying across the Atlantic, uh, to my amazement,

591

00:30:35.445 --> 00:30:39.525
they accepted this as a direction finding radio, which,

592

00:30:39.745 --> 00:30:42.005
you know, otherwise we didn't have, there was no,

593

00:30:42.145 --> 00:30:43.805
no a DF at that point in the plane.

594

00:30:44.755 --> 00:30:47.375

And they also accepted as a,

595

00:30:47.515 --> 00:30:52.495

as a waterproof ELTA non waterproof ELT, in a plastic bag.

596

00:30:55.395 --> 00:30:59.765

So We flew up to, uh, gander,

597

00:30:59.985 --> 00:31:04.045

the fable departure point of many of World War II flight,

598

00:31:04.975 --> 00:31:06.635

and we stayed overnight in Gander.

599

00:31:07.405 --> 00:31:10.745

And, uh, in the morning, it was

600

00:31:11.605 --> 00:31:16.345

probably a hundred overcast, uh, dripping with rain.

601

00:31:17.085 --> 00:31:20.855

And, uh, so I thought, well,

602

00:31:21.625 --> 00:31:23.565

but the, I mean, the, the one thing that

603

00:31:24.165 --> 00:31:27.585

possibly could give you a call pause was that the night

604

00:31:27.585 --> 00:31:29.185

before the plane had been filled

605

00:31:29.185 --> 00:31:30.345

with fuel for the first time.

606

00:31:31.235 --> 00:31:35.215

So I actually had never flown with 900 pounds of fuel,

607

00:31:35.215 --> 00:31:37.735

fuel aboard, and the wingspan was only 23 feet.

608
00:31:38.465 --> 00:31:42.565
And so there was some question, although not in my mind,

609
00:31:43.545 --> 00:31:46.365
but there would've been a question in the mind

610
00:31:46.365 --> 00:31:48.765
of a sane person as

611
00:31:48.765 --> 00:31:50.605
to whether the plane would even get off the ground,

612
00:31:51.065 --> 00:31:53.325
let alone climb, get outta ground effect and climb.

613
00:31:54.435 --> 00:31:56.965
Well, incredibly, it did.

614
00:31:57.745 --> 00:32:01.245
And, uh, so gander is somewhere, I don't know,

615
00:32:01.245 --> 00:32:02.965
I can never find gander on this map,

616
00:32:02.985 --> 00:32:04.645
but it's somewhere up here.

617
00:32:05.435 --> 00:32:08.215
And so we just sort of headed out over the ocean

618
00:32:08.325 --> 00:32:09.535
with compass and clock.

619
00:32:09.555 --> 00:32:14.015
You know, there was no navigational means, uh, other than,

620
00:32:14.235 --> 00:32:15.455
uh, dead, dead reckoning.

621
00:32:15.955 --> 00:32:17.535

And we had an HF radio,

622

00:32:17.795 --> 00:32:20.855

and every hour I was supposed to give a position report,

623

00:32:20.855 --> 00:32:23.255

which was for all practical purposes, imaginary.

624

00:32:23.975 --> 00:32:27.795

I, It was a formality

625

00:32:27.795 --> 00:32:31.155

that I'm sure the guy receiving it realized was also just

626

00:32:33.125 --> 00:32:35.615

something to write in that little empty box.

627

00:32:38.475 --> 00:32:43.455

But nevertheless, 11 hours later, we arrived at Ireland,

628

00:32:44.845 --> 00:32:49.385

and we spent a couple of weeks in, in, uh, oh, that's,

629

00:32:49.445 --> 00:32:50.705

uh, Nancy reading.

630

00:32:50.805 --> 00:32:52.625

She would always have a four

631

00:32:52.625 --> 00:32:55.435

or 500 page novel for any long flight.

632

00:32:56.815 --> 00:32:59.395

And this one was, was Zola's Nana.

633

00:33:00.465 --> 00:33:03.405

Um, and once we broke out, by the way,

634

00:33:03.405 --> 00:33:06.165

it was lovely weather all the way across, so no complaints.

635

00:33:06.805 --> 00:33:09.765

Um, the return trip was a little different.

636

00:33:09.785 --> 00:33:12.245

The return trip there were 40 knot headwinds.

637

00:33:12.625 --> 00:33:16.085

We went by way of, uh, Iceland instead of nonstop.

638

00:33:16.925 --> 00:33:21.165

Uh, and then on the way toward Goose Bay, uh,

639

00:33:21.225 --> 00:33:23.245

we started picking up ice and had to get lower

640

00:33:23.265 --> 00:33:26.045

and lower in sort of traditional situation.

641

00:33:26.045 --> 00:33:27.845

This is August, you know, so you're icing.

642

00:33:27.915 --> 00:33:30.235

It's at, I dunno, 4,000 feet.

643

00:33:31.205 --> 00:33:33.945

And we were eventually down around 3000 feet

644

00:33:34.205 --> 00:33:36.385

and not picking up any ice anymore.

645

00:33:36.405 --> 00:33:39.585

But the problem is that Goose Bay is between a couple

646

00:33:39.585 --> 00:33:41.105

of 6,000 foot mountains.

647

00:33:41.165 --> 00:33:46.025

So you, you have a small difficulty getting in there at

648

00:33:46.025 --> 00:33:48.785

3000 feet, although it can probably be done.

649

00:33:49.285 --> 00:33:54.135

Uh, but luckily the clouds parted the,

650

00:33:54.195 --> 00:33:56.475

uh, icing ceased,

651

00:33:56.615 --> 00:33:59.235

and we arrived without difficulty.

652

00:33:59.455 --> 00:34:04.145

So the, uh, Atlantic crossing,

653

00:34:04.405 --> 00:34:07.185

th this was at Biggin Hill, uh, battle

654

00:34:07.185 --> 00:34:08.545

of Britain Field in England.

655

00:34:09.185 --> 00:34:11.485

Um, ha having crossed the Atlantic

656

00:34:11.745 --> 00:34:14.365

and not being satisfied, I thought, well,

657

00:34:14.365 --> 00:34:16.685

obviously the next step was to cross the Pacific.

658

00:34:17.845 --> 00:34:18.865

So, uh,

659

00:34:18.865 --> 00:34:21.105

there had been some discussion at Flying Magazine about

660

00:34:21.105 --> 00:34:24.105

doing a, an article about flying to Cuba.

661

00:34:24.645 --> 00:34:26.385

And then at some point, it was decided

662

00:34:26.415 --> 00:34:28.385
that it wasn't politic to do that.

663

00:34:29.045 --> 00:34:31.775
Uh, and so, uh, I

664

00:34:32.655 --> 00:34:34.175
switched the Berlitz lessons

665

00:34:34.175 --> 00:34:37.255
that I was taking in Spanish to Japanese.

666

00:34:38.315 --> 00:34:41.935
And I, it's, I can tell you that it's a mistake to do that

667

00:34:42.045 --> 00:34:45.735
because, because even if you learn a little Japanese,

668

00:34:46.235 --> 00:34:49.215
and God forbid enough to make someone think, you know,

669

00:34:49.515 --> 00:34:52.855
any Japanese at all, uh, they'll just start talking

670

00:34:52.855 --> 00:34:53.855
to you in Japanese.

671

00:34:54.115 --> 00:34:55.935
Of course, you won't have any idea what they're saying.

672

00:34:57.245 --> 00:35:00.105
So the, my teacher gave me this, if there's anyone here

673

00:35:00.105 --> 00:35:02.585
who can read this, I would love to know what it says.

674

00:35:03.145 --> 00:35:05.785
I assume it says, good luck, Mr. Garrison.

675

00:35:05.885 --> 00:35:08.145

But for all I know, it says, what an idiot.

676

00:35:11.945 --> 00:35:15.815

Or it could be upside down. Okay?

677

00:35:17.475 --> 00:35:21.735

All right. So, uh, in, uh, on, uh,

678

00:35:21.945 --> 00:35:24.335

early in July, I went up to Alaska.

679

00:35:25.155 --> 00:35:28.705

Uh, this is, we are having a final, you know, uh,

680

00:35:28.715 --> 00:35:30.785

don't forget to feed the dog discussion.

681

00:35:31.165 --> 00:35:33.305

Um, I went up to Alaska for a week,

682

00:35:33.685 --> 00:35:35.465

and then Nancy came up to join me.

683

00:35:35.665 --> 00:35:39.165

I, I was doing an article flying in Alaska, so I flew

684

00:35:39.165 --> 00:35:40.405

around there for a while.

685

00:35:40.705 --> 00:35:42.685

At this point, I had a trailing antenna

686

00:35:42.735 --> 00:35:43.765

built into the plane.

687

00:35:43.865 --> 00:35:47.725

It was all, you know, very, uh, ready for,

688

00:35:48.655 --> 00:35:50.635

uh, long flights.

689
00:35:51.275 --> 00:35:53.375
Um, this was at Anchorage Airport.

690
00:35:53.535 --> 00:35:55.295
I, I just like this picture

691
00:35:55.295 --> 00:35:57.815
because my plane is in one piece,

692
00:35:57.955 --> 00:36:01.055
and the 7 47 isn't, I, I don't know what happened

693
00:36:01.055 --> 00:36:03.615
to the seven four, but obviously something pretty bad.

694
00:36:05.075 --> 00:36:09.215
Uh, so on July 3rd, we, uh, Nancy flew up.

695
00:36:09.575 --> 00:36:11.255
I met her at, at Anchorage Airport.

696
00:36:11.255 --> 00:36:15.625
We immediately flew out to Cold Bay, which is, uh,

697
00:36:15.925 --> 00:36:18.265
at the end of the Alaska Peninsula.

698
00:36:18.265 --> 00:36:20.385
Just before you get to the, this is where, just

699
00:36:20.385 --> 00:36:24.195
before the Lucian chain starts, also known as Dutch Harbor.

700
00:36:25.325 --> 00:36:27.945
And we were gonna stay the night in Dutch Harbor,

701
00:36:28.165 --> 00:36:31.245
but we went up to the weather office,

702
00:36:32.155 --> 00:36:35.105

you'd think I would've done this a little earlier, um,

703

00:36:35.365 --> 00:36:37.745

and found out there was a typhoon moving up

704

00:36:37.805 --> 00:36:38.825

the Central Pacific.

705

00:36:39.895 --> 00:36:44.155

Um, now a typhoon coming up in the Central Pacific means

706

00:36:44.185 --> 00:36:47.755

that you have a tailwind when you're flying from Alaska

707

00:36:47.855 --> 00:36:49.915

to Japan, and, which is not normally the case.

708

00:36:50.415 --> 00:36:51.805

So this was the good part.

709

00:36:52.465 --> 00:36:55.165

The bad part was, it meant we had to take off right away.

710

00:36:55.305 --> 00:36:58.485

So it was, at this point, about eight o'clock at night.

711

00:36:58.825 --> 00:37:01.125

We had to go. It was July 3rd.

712

00:37:01.385 --> 00:37:05.445

So, uh, the, the fueling guy had already departed

713

00:37:05.445 --> 00:37:09.245

to begin his 4th of July observances at the local tavern.

714

00:37:09.945 --> 00:37:13.115

We, we had quite a difficult time bringing him back

715

00:37:13.255 --> 00:37:14.915

to the airport to fuel the airplane.

716

00:37:15.655 --> 00:37:19.275

Finally got off the ground, flew out along the chain,

717

00:37:20.485 --> 00:37:23.225

and I was thinking, well, I've been up for a long time.

718

00:37:24.005 --> 00:37:27.145

Uh, but, uh, fatigue won't be too much of an issue

719

00:37:27.145 --> 00:37:28.945

because the nights in Alaska are very short

720

00:37:29.485 --> 00:37:30.905

and in the middle of summer,

721

00:37:31.205 --> 00:37:34.665

and so I'll only have to stay awake for four hours or so.

722

00:37:35.305 --> 00:37:37.685

But what I failed to take into account is that when you're

723

00:37:37.685 --> 00:37:41.565

that far north and you're flying westward, you're flying

724

00:37:41.875 --> 00:37:43.845

with the sun or lack of sun,

725

00:37:44.645 --> 00:37:46.985

and, uh, the time zones are very narrow.

726

00:37:47.485 --> 00:37:51.085

And so even a, an airplane going 200 miles an hour

727

00:37:51.085 --> 00:37:55.485

or 180 miles an hour, uh, is going to cross a number

728

00:37:55.485 --> 00:37:58.885

of time zones in the time that a night would normally last.

729

00:37:59.265 --> 00:38:02.125

So, in fact, instead of lasting the intended four hours,

730

00:38:02.585 --> 00:38:04.565
the night lasted about 13.

731

00:38:07.245 --> 00:38:10.705
And, uh, a small complication was that, uh,

732

00:38:11.325 --> 00:38:15.265
Korean Airlines 0 0 7, had been shot down by the Soviets,

733

00:38:15.755 --> 00:38:18.415
uh, not that long before we made this trip.

734

00:38:19.195 --> 00:38:21.895
And so we, we took that as a hint

735

00:38:21.895 --> 00:38:24.735
that they didn't welcome incursions into their airspace.

736

00:38:26.225 --> 00:38:30.125
And so the plan was to give the

737

00:38:30.715 --> 00:38:33.925
Kamchatka and these disputed islands,

738

00:38:33.925 --> 00:38:36.285
the Coral Islands a wide berth,

739

00:38:36.385 --> 00:38:39.045
and to kind of fly down to about here

740

00:38:39.785 --> 00:38:43.645
and then, oh, no, to a, a beam Hokkaido,

741

00:38:43.985 --> 00:38:45.685
and then to sort of hang a right

742

00:38:46.535 --> 00:38:50.395
and, uh, hopefully to, uh, arrive at land

743

00:38:50.535 --> 00:38:52.635
before arriving at empty tanks.

744

00:38:53.525 --> 00:38:57.905
Uh, and we flew for, uh, almost 15 hours,

745

00:38:59.285 --> 00:39:02.985
uh, performing prodigies of urine retention.

746

00:39:04.425 --> 00:39:09.325
Uh, and we, we landed at, uh, at,

747

00:39:09.385 --> 00:39:12.845
uh, Chi Airport, which is at Sapporo, uh,

748

00:39:12.845 --> 00:39:14.405
at about six 30 in the morning.

749

00:39:14.585 --> 00:39:18.765
And the tower guy said, well, the customs people aren't here

750

00:39:18.765 --> 00:39:20.725
yet, so please remain in your aircraft.

751

00:39:23.375 --> 00:39:26.115
But we didn't think that was a terrific idea.

752

00:39:26.135 --> 00:39:27.395
So we got out sleeping bags

753

00:39:27.415 --> 00:39:29.475
and spread them out under the wing of the plane, which

754

00:39:30.445 --> 00:39:35.255
sewed panic, uh, among the, the, uh, airport people

755

00:39:35.395 --> 00:39:37.215
who kind of did things by the book.

756

00:39:37.275 --> 00:39:38.935

And they were extremely nice,

757

00:39:39.035 --> 00:39:43.095

but they were also, uh, not prepared to have a couple

758

00:39:43.115 --> 00:39:46.905

of Americans seedy looking, I might add, uh,

759

00:39:48.035 --> 00:39:49.155

sleeping under the wing of a plane.

760

00:39:50.025 --> 00:39:52.365

Uh, so they brought us into the terminal,

761

00:39:52.425 --> 00:39:54.525

but this, it happened that this was the day

762

00:39:54.525 --> 00:39:58.005

that the Asai Shibu reporter would go by the airport

763

00:39:58.005 --> 00:39:59.165

and see if there were any stories,

764

00:39:59.265 --> 00:40:01.565

and just, it just happened to be the day that we arrived.

765

00:40:02.515 --> 00:40:04.055

And so he took this picture

766

00:40:04.075 --> 00:40:06.605

of us looking understandably pleased.

767

00:40:07.225 --> 00:40:11.165

And because the story ran in the paper, uh,

768

00:40:12.495 --> 00:40:14.325

again, I have no idea what this says,

769

00:40:17.725 --> 00:40:21.135

Strange, strange American hobbyists.

770

00:40:22.625 --> 00:40:26.605

Um, but we, we actually appeared on a television show,

771

00:40:26.825 --> 00:40:30.885

and the lady who was the, it was one of those daytime shows

772

00:40:31.145 --> 00:40:32.325

for people at home.

773

00:40:32.425 --> 00:40:34.165

And, uh, the lady

774

00:40:34.505 --> 00:40:37.245

who interviewed us seemed principally interested in

775

00:40:37.245 --> 00:40:39.495

what we wore while flying,

776

00:40:39.675 --> 00:40:42.335

and we just, she just assumed we wore some kind

777

00:40:42.335 --> 00:40:43.655

of ninja turtle, you know,

778

00:40:43.795 --> 00:40:46.535

or, you know, what, a power ranger kind of outfits

779

00:40:47.205 --> 00:40:49.385

and was just astounded that we flew,

780

00:40:49.385 --> 00:40:50.465

you know, in blue jeans.

781

00:40:50.605 --> 00:40:53.915

And anyway, we spent a few weeks in Japan,

782

00:40:54.855 --> 00:40:59.765

and, uh, it, it, it happened that, uh,

783

00:40:59.825 --> 00:41:03.005

we had had a little problem getting when we came into the

784

00:41:03.005 --> 00:41:07.165

country because, uh, I had, uh, I had it with me a pistol.

785

00:41:08.135 --> 00:41:12.835

Uh, uh, the reason I had a pistol is that just

786

00:41:12.835 --> 00:41:16.435

as I was, as I was leaving Whiteman Airport, the guy

787

00:41:16.495 --> 00:41:20.035

who I rented hangar space from, who was a great gun fancier,

788

00:41:20.575 --> 00:41:23.715

ran into his office and brought out this pistol in about 400

789

00:41:23.715 --> 00:41:26.515

rounds of ammunition, and said, if you go down in Alaska,

790

00:41:26.655 --> 00:41:28.115

you'll be glad to have this.

791

00:41:28.875 --> 00:41:30.575

So we didn't, I didn't go down in Alaska.

792

00:41:30.835 --> 00:41:33.055

And so instead, I went down in Japan

793

00:41:33.065 --> 00:41:34.405

and was not glad to have it,

794

00:41:34.405 --> 00:41:38.025

because it turns out you can't just arrive in Japan

795

00:41:38.025 --> 00:41:39.625

with a gun, you know, without having,

796

00:41:40.945 --> 00:41:43.825

although being an American isn't a is alleviating it

797

00:41:43.825 --> 00:41:45.185
because it's expected, right?

798

00:41:49.185 --> 00:41:52.725
So anyway, we went through a long, quite a long, uh, uh,

799

00:41:53.705 --> 00:41:57.055
difficulty with them, about 11 hours worth trying

800

00:41:57.055 --> 00:41:58.815
to figure out what to do with this pistol.

801

00:41:58.955 --> 00:42:00.295
So finally, the chief of police

802

00:42:00.395 --> 00:42:03.815
of the local prefecture came and got it.

803

00:42:04.115 --> 00:42:05.895
And then three weeks later, when we left,

804

00:42:05.895 --> 00:42:08.855
and this picture was taken when we were leaving, the chief

805

00:42:08.875 --> 00:42:12.735
of Police, who is this fellow right here, came

806

00:42:12.755 --> 00:42:14.985
and presented us with the gun.

807

00:42:15.085 --> 00:42:17.225
And we, we left in good order.

808

00:42:18.025 --> 00:42:21.315
Uh, and, uh, we,

809

00:42:22.195 --> 00:42:25.685
we landed at, uh, at a dac, uh,

810

00:42:25.895 --> 00:42:27.645

under the mistaken impression that it,

811

00:42:27.645 --> 00:42:29.725

there would be no problem, that you could just sort

812

00:42:29.725 --> 00:42:30.965

of declare an emergency,

813

00:42:31.025 --> 00:42:33.765

but it was okay, you know, they understood

814

00:42:33.765 --> 00:42:35.765

that the emergency was just for the purpose

815

00:42:35.825 --> 00:42:37.205

of filling out some paperwork.

816

00:42:37.505 --> 00:42:39.845

But it turned out that that was my interpretation.

817

00:42:40.945 --> 00:42:45.005

And the US Navy had a sort of a different view of matters.

818

00:42:45.545 --> 00:42:49.725

But after several hours, they finally gave us,

819

00:42:49.745 --> 00:42:52.165

filled up our tanks for 75 cents a gallon,

820

00:42:52.265 --> 00:42:53.445

and sent us on our way.

821

00:42:53.985 --> 00:42:56.965

But by now, we'd been away for a really long time,

822

00:42:57.755 --> 00:42:59.815

and we were flying over the illusions,

823

00:43:00.365 --> 00:43:03.945

and Nancy was sleeping, and Nancy woke up and looked over

824

00:43:03.945 --> 00:43:06.265
and saw that I was sleeping, but she was so tired,

825

00:43:06.265 --> 00:43:10.705
she just went back to, she didn't even wake me up.

826

00:43:11.765 --> 00:43:14.075
Um, but nevertheless,

827

00:43:16.565 --> 00:43:20.965
I took the picture, but I wasn't sleeping the whole time.

828

00:43:22.505 --> 00:43:24.145
I woke, I woke occasionally.

829

00:43:26.035 --> 00:43:29.735
So, flying Magazine did a two part, two parter on that.

830

00:43:30.485 --> 00:43:35.025
Um, and then I, uh, decided to,

831

00:43:35.945 --> 00:43:38.765
uh, turbocharge the airplane, extended the wings.

832

00:43:38.845 --> 00:43:40.365
I felt kind of sad to do it,

833

00:43:40.365 --> 00:43:42.205
because I always thought those tip tanks were kind

834

00:43:42.205 --> 00:43:44.845
of cool looking, and cool was really my principle

835

00:43:44.845 --> 00:43:45.965
design criterion.

836

00:43:46.705 --> 00:43:48.525
Um, this is kind of

837

00:43:48.525 --> 00:43:51.125

what the plane looked like, uh, at the end.

838

00:43:51.385 --> 00:43:53.245

See, it had, you know, oxygen

839

00:43:53.505 --> 00:43:57.005

and it had a third seat in the back, all kinds

840

00:43:57.005 --> 00:43:58.565

of luxurious stuff.

841

00:43:59.025 --> 00:44:03.325

Uh, so then we took another trip down to South America.

842

00:44:03.425 --> 00:44:05.735

We went as far as Chile, uh,

843

00:44:06.195 --> 00:44:10.025

and, uh, on the way back, uh,

844

00:44:10.205 --> 00:44:12.625

we flew from Lima to Bogota at one point.

845

00:44:12.885 --> 00:44:16.765

And, uh, when we arrived in Bogota, it became apparent

846

00:44:16.955 --> 00:44:18.565

that they thought that

847

00:44:19.235 --> 00:44:21.375

we must have stopped somewhere along the way

848

00:44:21.375 --> 00:44:23.695

because of Piper Tomahawk couldn't go that far.

849

00:44:27.545 --> 00:44:31.885

So this is, this is at, uh, over couso at 20,000 feet.

850

00:44:32.605 --> 00:44:35.805

I, needless to say, I was not in the back of the airplane.

851
00:44:36.475 --> 00:44:39.955
Anyway, the next thing that happened was this, uh,

852
00:44:40.765 --> 00:44:42.355
which was followed by this.

853
00:44:48.415 --> 00:44:49.435
And so,

854
00:44:54.155 --> 00:44:56.575
And so then I thought, well, uh, the, I,

855
00:44:56.675 --> 00:44:58.415
I'd been hanging out a lot with Bert Ruan,

856
00:44:58.415 --> 00:45:01.975
and I had formed the completely mistaken idea that building

857
00:45:01.975 --> 00:45:05.495
with composites was much faster than building with aluminum.

858
00:45:06.465 --> 00:45:09.325
So I decided to build a new fuselage for the,

859
00:45:09.325 --> 00:45:11.645
and put it on the old wing, uh,

860
00:45:11.745 --> 00:45:13.885
and it would be a four seater, uh,

861
00:45:14.075 --> 00:45:16.925
because now we were gonna need an extra seat for this.

862
00:45:17.765 --> 00:45:20.065
It may seem to you as though this person was very small

863
00:45:20.205 --> 00:45:22.345
and could actually have fit in the existing

864
00:45:22.345 --> 00:45:23.465

seat in the other airplane.

865

00:45:23.485 --> 00:45:26.305

But anyway, so I started, it was more that I wanted

866

00:45:26.305 --> 00:45:27.465

to have a project, you know,

867

00:45:27.485 --> 00:45:29.625

and thought I'd do something with composites.

868

00:45:30.435 --> 00:45:31.975

Um, and then a year

869

00:45:31.975 --> 00:45:35.615

after that, uh, I was hit, I was holding short

870

00:45:35.875 --> 00:45:38.055

of the right runway at Orange County.

871

00:45:38.485 --> 00:45:43.055

John Wa now, John Wayne, when this, uh, this two 10,

872

00:45:43.055 --> 00:45:45.535

which was having some sort of difficulty, uh,

873

00:45:46.645 --> 00:45:49.335

came into the left runway, landed short,

874

00:45:49.525 --> 00:45:52.695

took off his right main wheel on the berm at the end

875

00:45:52.695 --> 00:45:57.175

of the runway, uh, came careening across the, uh,

876

00:45:57.915 --> 00:46:00.855

tarmac between the two runways, cut off the tail

877

00:46:00.855 --> 00:46:03.455

of my airplane, uh, and went on his way.

878

00:46:04.385 --> 00:46:07.965

Uh, and it's funny how your mind works in situations like

879

00:46:07.965 --> 00:46:11.345

that, but, uh, I obviously knew something had gone wrong.

880

00:46:12.285 --> 00:46:15.705

Uh, I, I was facing the other way,

881

00:46:15.885 --> 00:46:17.345

so I never saw him coming.

882

00:46:17.485 --> 00:46:19.865

And I, and then my plane spun around,

883

00:46:19.865 --> 00:46:21.025

so I didn't see him leaving either,

884

00:46:27.215 --> 00:46:28.955

but I could tell that something was wrong, because,

885

00:46:30.265 --> 00:46:34.595

because I was looking kind of up steeply up into the air.

886

00:46:35.575 --> 00:46:37.915

Uh, so I shut off the engine,

887

00:46:38.455 --> 00:46:41.555

and then I stood up in the seat and turned around,

888

00:46:41.975 --> 00:46:45.795

and I, I noticed that there was all this white junk

889

00:46:45.795 --> 00:46:47.755

that looked like crumpled up paper lying

890

00:46:47.755 --> 00:46:49.395

around on the ground.

891

00:46:50.265 --> 00:46:52.965

And I thought, they don't keep this airport very clean,

892

00:46:54.745 --> 00:46:56.165

But actually it was my airplane.

893

00:46:57.535 --> 00:46:58.995

It had just been quy knotted

894

00:46:58.995 --> 00:47:00.635

by the propeller of this two 10.

895

00:47:01.135 --> 00:47:02.385

And all those pieces

896

00:47:02.405 --> 00:47:05.105

of white paper were actually pieces of sheet aluminum.

897

00:47:06.395 --> 00:47:09.415

So I now had to build a complete new airplane.

898

00:47:09.515 --> 00:47:10.655

So I thought, well, I could get

899

00:47:10.655 --> 00:47:11.735

that done in a year and a half.

900

00:47:12.825 --> 00:47:15.725

Um, so this, this one was all composite.

901

00:47:15.745 --> 00:47:18.085

Now, because I was under the Rutan spell,

902

00:47:18.835 --> 00:47:21.755

I had a very small garage to work in, which kind

903

00:47:21.755 --> 00:47:24.435

of determined the dimensions of the airplane.

904

00:47:25.395 --> 00:47:30.045

Uh, it had, uh, completely wet wings, uh, similar,

905

00:47:30.625 --> 00:47:32.685

uh, facial expression to the other one.

906

00:47:33.305 --> 00:47:36.205

Uh, I couldn't fit the wing in the garage, so I had

907

00:47:36.205 --> 00:47:38.525

to bring it up to the house to assemble the wing.

908

00:47:39.335 --> 00:47:40.355

And then it finally came,

909

00:47:40.495 --> 00:47:42.955

you may recognize this person in the white T-shirt.

910

00:47:43.415 --> 00:47:44.645

He was a lot younger then.

911

00:47:45.685 --> 00:47:50.655

Anybody doesn't look familiar, it's Matt Damon,

912

00:47:51.195 --> 00:47:54.775

who was then available for odd jobs, like helping

913

00:47:54.875 --> 00:47:56.055

to carry airplanes.

914

00:47:59.275 --> 00:48:03.525

Uh, and there, there it goes off to the airport.

915

00:48:03.525 --> 00:48:05.325

Well, once it was in a hangar, it was able

916

00:48:05.325 --> 00:48:06.885

to progress quite a bit more rapidly.

917

00:48:06.945 --> 00:48:09.645

And so it only took another 10 years to get it finished.

918

00:48:13.415 --> 00:48:16.555

And there was a, there was kind of a funny story when,

919

00:48:16.625 --> 00:48:18.035

when it was on its backlight,

920

00:48:18.145 --> 00:48:20.915

just the way it is in this picture, except in this picture,

921

00:48:21.135 --> 00:48:23.435

the, the, uh, main gear doors are in place,

922

00:48:23.815 --> 00:48:26.315

but the main gear doors happened not to be in place.

923

00:48:26.775 --> 00:48:28.875

And a friend of mine brought a friend of his over

924

00:48:28.895 --> 00:48:30.235

to show him the airplane.

925

00:48:30.495 --> 00:48:32.435

And, and the friend, my friend was a pilot,

926

00:48:32.495 --> 00:48:35.315

and I just sort of assumed that the other guy was a pilot.

927

00:48:36.215 --> 00:48:39.595

And, uh, so I gave him this whole, you know,

928

00:48:39.595 --> 00:48:41.795

highly technical breakdown on all

929

00:48:41.795 --> 00:48:43.075

the features of the airplane and everything.

930

00:48:43.375 --> 00:48:45.795

And then he finally, then I finally shut up,

931

00:48:45.795 --> 00:48:48.735

and then he said, but where did the other two people sit?

932

00:48:58.565 --> 00:49:03.445

So Anyway, so see this once again, it,

933

00:49:03.585 --> 00:49:05.085

it, uh, comes together much faster

934

00:49:05.115 --> 00:49:06.325

when you're doing it with a button.

935

00:49:07.345 --> 00:49:11.605

Um, so anyway, finally got this one, uh, into the air,

936

00:49:12.535 --> 00:49:15.755

and, uh, it started, it first flew in 2002.

937

00:49:16.305 --> 00:49:17.835

This is what it looks like today.

938

00:49:18.575 --> 00:49:20.235

Uh, and, uh, it,

939

00:49:20.375 --> 00:49:23.475

it actually has the same 3000 mile range as the other one.

940

00:49:24.095 --> 00:49:27.355

But, uh, we are much more sensible now

941

00:49:27.375 --> 00:49:31.065

and wouldn't do anything nearly so rash.

942

00:49:32.135 --> 00:49:34.655

Uh, and here's the, uh,

943

00:49:35.165 --> 00:49:37.415

grouchy little boy finally getting

944

00:49:37.435 --> 00:49:38.855

to take a ride in the airplane.

945

00:49:39.535 --> 00:49:43.435

Um, having reached, uh, the age of 22

946

00:49:44.735 --> 00:49:48.245

now, I, uh, about three years later,

947

00:49:49.725 --> 00:49:53.715

uh, I was flying to, uh, Reno

948

00:49:53.855 --> 00:49:55.115

and over Bakersfield.

949

00:49:55.295 --> 00:49:58.675

The engine started to develop a kind of strange vibration,

950

00:49:59.665 --> 00:50:01.445

and I landed at Porterville,

951

00:50:01.665 --> 00:50:05.965

and, uh, it was diagnosed as a magneto problem,

952

00:50:06.065 --> 00:50:08.445

and the mechanic overhauled the magneto

953

00:50:08.445 --> 00:50:09.605

and put it back on the airplane.

954

00:50:09.605 --> 00:50:12.525

And I ran it up, it seemed okay, I took off,

955

00:50:12.825 --> 00:50:14.605

but I wasn't getting full RPM.

956

00:50:15.235 --> 00:50:17.455

And so I came around the patch and landed,

957

00:50:18.435 --> 00:50:21.535

and then, uh, a friend of mine came, picked me up,

958

00:50:21.765 --> 00:50:23.615

took me home, and, uh,

959

00:50:23.705 --> 00:50:26.215

after a couple of weeks, I got together a trailer

960

00:50:26.235 --> 00:50:28.525

and stuff, went up, up, got the airplane, brought it back

961

00:50:28.525 --> 00:50:31.965

to la, took the engine out, took it to the overhaul shop,

962

00:50:32.885 --> 00:50:35.025

and they split the case

963

00:50:35.525 --> 00:50:37.865

and discovered that the crankshaft was in two pieces.

964

00:50:39.415 --> 00:50:42.715

And so I have the distinction of, of having taken off

965

00:50:42.815 --> 00:50:45.915

and flown around the pattern with a broken crankshaft,

966

00:50:45.915 --> 00:50:48.075

which I think probably not very many people have done.

967

00:50:48.075 --> 00:50:52.375

Continental, this is a continental IO 360. I feel better.

968

00:50:53.445 --> 00:50:55.045

That's in my airplane.

969

00:50:56.025 --> 00:51:00.995

Um, uh, no, you know, you know,

970

00:51:01.295 --> 00:51:03.235

JB Wild is incredible stuff.

971

00:51:07.695 --> 00:51:11.235

Um, anyway, if, if you look at this picture,

972

00:51:12.415 --> 00:51:15.595

you see this little thing here, well, this is

973

00:51:15.985 --> 00:51:17.475

what is known as an inclusion.

974

00:51:17.675 --> 00:51:18.955

I think of it as a stowaway.

975

00:51:19.015 --> 00:51:20.475

The person you didn't know was

976

00:51:20.475 --> 00:51:23.035

with you on the trip across the Pacific,

977

00:51:23.135 --> 00:51:26.585

and the trip across the Atlantic, all that time,

978

00:51:26.795 --> 00:51:30.975

these little so-called beach lines of

979

00:51:32.035 --> 00:51:34.365

fatigue were spreading through the crankshaft.

980

00:51:35.495 --> 00:51:40.465

And because this is a comparatively rare event, you know,

981

00:51:40.465 --> 00:51:42.545

news of it goes to the NTSB.

982

00:51:42.575 --> 00:51:46.345

They, I got a letter from a fellow Glendale at the, uh,

983

00:51:46.545 --> 00:51:50.485

NTSB, and he said, here, humor aside,

984

00:51:51.185 --> 00:51:55.195

it could have begun somewhere just south of Shania, stopped,

985

00:51:55.255 --> 00:51:57.315

and then begun again somewhere over Nebraska.

986
00:51:57.785 --> 00:51:59.595
Well, of course, it could have not stopped,

987
00:52:00.125 --> 00:52:01.155
could have continued

988
00:52:01.215 --> 00:52:04.945
and finished somewhere north of Hokkaido.

989
00:52:05.645 --> 00:52:07.385
Um, but anyway, he says,

990
00:52:07.485 --> 00:52:09.345
but just think, you have to be glad.

991
00:52:09.345 --> 00:52:11.785
The inclusion did not occur 180 degrees on

992
00:52:11.785 --> 00:52:13.065
the opposite side of the journal.

993
00:52:13.415 --> 00:52:16.185
Then the rotational power applied would've been negative.

994
00:52:16.895 --> 00:52:19.955
In other words, what was holding the crank together was the

995
00:52:19.955 --> 00:52:22.475
fact that the brake was in such a position

996
00:52:22.475 --> 00:52:25.295
that it was under compression when the engine was running.

997
00:52:25.715 --> 00:52:29.095
And if it had been the other way around, no such luck.

998
00:52:30.895 --> 00:52:35.145
So anyway, as you see, a lot of stupid decisions,

999
00:52:35.865 --> 00:52:40.555

a lot of things left to chance and saved by luck and timing.

1000

00:52:41.445 --> 00:52:43.025

So thank you.

1001

00:52:53.065 --> 00:52:54.875

Awesome. You can stay right there,

1002

00:53:00.755 --> 00:53:01.105

folks.

1003

00:53:01.685 --> 00:53:03.145

Claude, if you come up on, there you go.

1004

00:53:03.475 --> 00:53:04.535

How many folks have built their

1005

00:53:04.535 --> 00:53:05.855

own airplane that are with us?

1006

00:53:06.235 --> 00:53:09.505

So there's at least one couple, too.

1007

00:53:10.465 --> 00:53:13.135

So regardless, I think

1008

00:53:13.135 --> 00:53:14.455

after you saw this presentation,

1009

00:53:14.455 --> 00:53:16.255

you can probably appreciate my trepidation

1010

00:53:16.795 --> 00:53:20.175

and manning up November, uh, Mike uniform, two,

1011

00:53:20.515 --> 00:53:22.415

Two mike uniform, Two mike uniform,

1012

00:53:22.725 --> 00:53:24.175

with only a single side stick,

1013
00:53:24.385 --> 00:53:26.725
which Peter couldn't reach when I flew the airplane

1014
00:53:26.725 --> 00:53:28.245
to Camarillo for our delightful lunch.

1015
00:53:28.975 --> 00:53:31.635
Uh, with the amount of effort that went into building

1016
00:53:31.635 --> 00:53:33.795
that airplane and the history of his previous airplane,

1017
00:53:34.175 --> 00:53:36.995
and that tragic accident, which at, at that moment in time,

1018
00:53:37.375 --> 00:53:40.115
in the shock and awe of, uh, having a destroyed airplane

1019
00:53:40.115 --> 00:53:42.675
that he now owned, uh, being a first responder

1020
00:53:42.675 --> 00:53:44.035
to help other people outta the other airplane,

1021
00:53:44.035 --> 00:53:45.355
which I think you actually did so

1022
00:53:46.425 --> 00:53:48.715
Well, let us not exaggerate my gallantry.

1023
00:53:49.255 --> 00:53:50.255
Uh,

1024
00:53:51.875 --> 00:53:52.915
I mean, you should quit While your head, Peter.

1025
00:53:53.105 --> 00:53:55.195
Well, no, no, no. I'm, I'm perfectly willing to.

1026
00:53:55.395 --> 00:53:57.755

I mean, I think we should all admit to our failings.

1027

00:53:58.275 --> 00:54:02.515

I, I, I got out of my plane, I saw that the other plane was

1028

00:54:03.185 --> 00:54:04.325

off in the middle distance,

1029

00:54:04.785 --> 00:54:09.325

and then I saw a couple of guys pulling a third figure out

1030

00:54:09.325 --> 00:54:12.795

of the airplane, and I thought, oh, no, somebody,

1031

00:54:12.865 --> 00:54:14.195

this is gonna be a bloody mess.

1032

00:54:14.355 --> 00:54:16.835

I thought, but I've gotta go and help.

1033

00:54:17.015 --> 00:54:18.635

So I naturally, you know,

1034

00:54:18.665 --> 00:54:20.715

went running off in the direction of the thing.

1035

00:54:21.385 --> 00:54:24.045

But I have to say, reluctantly, it wasn't out of, you know,

1036

00:54:24.155 --> 00:54:25.205

that I'm a great guy.

1037

00:54:25.265 --> 00:54:29.185

It was that I just felt like I'd be, I'd never be able to

1038

00:54:29.735 --> 00:54:31.025

show my face if I didn't.

1039

00:54:31.675 --> 00:54:35.195

But luckily, once I got with an earshot,

1040

00:54:35.195 --> 00:54:36.315
they said, it's all right.

1041

00:54:36.315 --> 00:54:39.435
It's all right. It's paraplegic, or something like that.

1042

00:54:39.755 --> 00:54:44.155
So, so it turned out it was just a wheelchair bound guy who,

1043

00:54:44.155 --> 00:54:45.235
they were pulling him

1044

00:54:45.235 --> 00:54:47.115
because, you know, they didn't have any other way

1045

00:54:47.115 --> 00:54:48.875
to move him, but in fact, he wasn't hurt.

1046

00:54:48.875 --> 00:54:50.515
So there was no blood, luckily,

1047

00:54:50.515 --> 00:54:52.395
because I probably would've fainted or something.

1048

00:54:58.215 --> 00:54:59.855
I just wanna be honest about this.

1049

00:55:02.085 --> 00:55:05.015
Well, the, the story gets more amazing by the minute.

1050

00:55:07.085 --> 00:55:09.255
Well, wait, there's more. There, there is more.

1051

00:55:10.565 --> 00:55:12.095
Well, I think it, it's only appropriate

1052

00:55:12.095 --> 00:55:14.535
that we recognize Nancy for her bravery.

1053

00:55:15.875 --> 00:55:16.095

Uh,

1054

00:55:34.135 --> 00:55:35.395

it really must have been a good book.

1055

00:55:38.245 --> 00:55:40.275

Thank you very much. Appreciate you. Thank you.

1056

00:55:52.835 --> 00:55:55.525

Well, and, and Peter, I'll just, I'll say, uh,

1057

00:55:55.575 --> 00:55:56.645

thank you for flight.

1058

00:55:56.795 --> 00:55:59.085

I'll never forget, and thank you for an evening

1059

00:55:59.115 --> 00:56:00.565

that I will not forget either.

1060

00:56:00.665 --> 00:56:01.685

And I'm sure many

1061

00:56:01.685 --> 00:56:03.485

of us will not soon forget this

1062

00:56:03.485 --> 00:56:04.685

evening in your story as well.

1063

00:56:04.685 --> 00:56:06.005

It's, it's quite amazing to me,

1064

00:56:06.005 --> 00:56:08.565

and I'm sure to the, to the crowd tonight as well.

1065

00:56:08.585 --> 00:56:10.325

So thank you so much for coming. I appreciate it.

1066

00:56:10.605 --> 00:56:12.725

I wish I could say to Tom, thank you for a landing.

1067

00:56:12.795 --> 00:56:15.165

I'll never forget, but actually it was a greaser, so,

1068

00:56:19.465 --> 00:56:20.465

Oh, thank you.

1069

00:56:29.715 --> 00:56:31.895

So when, I probably shouldn't even go there,

1070

00:56:32.315 --> 00:56:35.615

but when, when Peter flew back from our delightful lunch in

1071

00:56:35.615 --> 00:56:40.255

Camarillo to Whiteman, uh, his landing was a touch firm.

1072

00:56:42.515 --> 00:56:44.575

And I'll never forget, he looked over into me, he goes,

1073

00:56:44.635 --> 00:56:46.535

God dammit, you land this thing better than I do.

1074

00:56:49.225 --> 00:56:50.305

I doubt it. Trust me.

1075

00:56:51.635 --> 00:56:53.655

Ladies and gentlemen, I hope you enjoyed your evening.

1076

00:56:53.735 --> 00:56:55.255

I hope you enjoyed Peter's presentation.

1077

00:56:55.335 --> 00:56:56.255

I wanted to try to

1078

00:56:56.255 --> 00:56:57.335

do something a little bit different tonight.

1079

00:56:57.415 --> 00:56:59.295

I think it was pretty fascinating story and,

1080

00:56:59.315 --> 00:57:01.335

and, uh, quite an accomplishment.

1081

00:57:01.515 --> 00:57:05.275

Uh, it's an English major to be a self-taught aero engineer.

1082

00:57:05.855 --> 00:57:08.835

Um, he does a stuff on the side as well,

1083

00:57:08.855 --> 00:57:11.275

and has a, a small company that that does some

1084

00:57:11.785 --> 00:57:13.755

wild software stuff with, with aero.

1085

00:57:13.775 --> 00:57:15.315

And I encourage you, if you,

1086

00:57:15.375 --> 00:57:17.435

if you don't read technicalities,

1087

00:57:17.445 --> 00:57:19.195

maybe pick up a copy of Flying Magazine.

1088

00:57:19.235 --> 00:57:22.045

I don't get a, any kickback

1089

00:57:22.065 --> 00:57:24.245

or royalties from this public statement.

1090

00:57:24.305 --> 00:57:26.965

But, uh, uh, it's, it's fascinating writing.

1091

00:57:26.965 --> 00:57:29.845

And like I said, I, I think I owe Peter probably some

1092

00:57:29.845 --> 00:57:30.965

measure of, of credit

1093

00:57:31.025 --> 00:57:32.805

for inspiring me to become a test pilot.

1094

00:57:33.465 --> 00:57:35.925

And, uh, this is, this is a great tribe.

1095

00:57:36.205 --> 00:57:38.365

I hope you feel the same way amongst, uh,

1096

00:57:38.365 --> 00:57:39.845

fellow test professionals.

1097

00:57:40.585 --> 00:57:44.605

Um, we're among passionate aviation fans and,

1098

00:57:44.745 --> 00:57:48.145

and, uh, it's really a great industry to be in.

1099

00:57:48.145 --> 00:57:50.065

And if you look across of what's coming,

1100

00:57:51.075 --> 00:57:52.525

this is a great time to be in test.

1101

00:57:52.765 --> 00:57:55.605

I submit. So I hope you enjoy your evening once again.

1102

00:57:56.145 --> 00:57:59.005

Uh, I think, uh, several of us are heading up

1103

00:57:59.005 --> 00:58:00.685

to the third floor rooftop

1104

00:58:00.745 --> 00:58:02.765

bar 'cause we haven't been there yet.

1105

00:58:03.225 --> 00:58:05.205

And, uh, Peter, we might be able to drag Peter up here.

1106

00:58:05.205 --> 00:58:06.845

I don't know for that scotch.

1107

00:58:07.405 --> 00:58:09.345

But, uh, thanks again for your tenants at the,

1108

00:58:09.365 --> 00:58:11.225

at the Flight test safety workshop and Tonight Center.

1109

00:58:11.225 --> 00:58:12.545

Thanks so much and have a great evening.

1110

00:58:12.875 --> 00:58:15.165

Eight eight o'clock tomorrow.