

Thank you to our PCS sponsors: Mission Bank; Mariah Country Inn & Suites; Rosamond News; Kieffe & Sons Ford – Mojave and Rosamond; Karl's Hardware – Mojave and Rosamond; and Voyager Restaurant! Welcome to our newest sponsor – The Loop Community Newspaper – Tehachapi!

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# Plane Crazy Saturday!

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The Loop Community Newspaper  [www.mojavemuseum.org](http://www.mojavemuseum.org)



Thank you Ron Langford and Mojave Air and Spaceport staff for all of the great support last Saturday! Can you believe the beautiful weather we have been having? It was near perfect conditions at 69-degrees, until later in the afternoon when the stronger winds kicked up out of the west.

This 1943 North American SNJ-5, owned by Omega Warbirds left Mojave Air and Spaceport just as Plane Crazy Saturday was beginning. The pilot and passenger were flying the former Navy plane back to its home base in Chicago, Illinois.

They were taking the southern route as far as possible, but the weather in and around Chicago has been awful!



It was my understanding that this aircraft had been participating in qualification flights at the Air Force Test Pilot School at Edwards AFB.





Everyone's eyes popped upon seeing this beauty! This 1941 Waco UPF-7 belonged to the late Tom McMurtry, former NASA test pilot. His son Chris is in the process of helping Tom's widow, Mary Louise, get this historic aircraft ready for sale. Tom and Chris flew this aircraft to Oshkosh in 1995 and won the Antique Grand Champion Award! Anyone would be proud to fly this perfectly restored biplane.

The Waco Aircraft Company (WACO) was an aircraft manufacturer located in Troy, Ohio. Between 1919 and 1947, the company produced a wide range of civilian biplanes.

The company initially started under the name Weaver Aircraft Company of Ohio, but changed its name to the Waco Aircraft Company in 1928/29.

The tandem cockpit UPF-7 was adopted by the Civilian Pilot Training Program, which supplemented the output of the military training establishments. It continued in production until 1942, with over 600 UPF-7's being built.

### 1941 Waco UPF-7 \$175,000



1941 Waco UPF-7. N32021, S/N 5668. TTAF 5237 hrs. SMOH 165 hrs. 237 hrs since complete restoration in Jun 1994 by Tom Flock. Oshkosh 1995 Antique Grand Champion. Continental W-670 220hp engine. Curtiss Reed Propeller. King KY92 radio, King KT-76A Transponder, PS Engineering PM1000II 2-place Intercom. Annual Feb 2015. Compression 79, 76, 78, 77, 78, 78, 76/80. Located in Mojave, CA. Email ([mojavecub@yahoo.com](mailto:mojavecub@yahoo.com)) or call (661-886-2919) Chris McMurtry with questions. Price \$175,000.





Award winning oil and watercolor artist Douglas Castleman gave a fantastic presentation at Plane Crazy Saturday! He was born in 1958, one of eight children and grew up in Central California.

He began drawing at an early age and showed a pencil drawing he had done of the SR-71 when he was only eight-years-old.

He had an interest in aviation and space exploration history all of his life. He also has a strong passion for art and art history and earned his degree in Fine Art at Cal State Northridge.

Doug often builds model aircraft before starting a sketch that eventually becomes a beautiful painting. On a flatscreen TV, he showed the entire process of this oil painting of two P-51D Mustangs from the 325<sup>th</sup> 'Checkertail' Fighter Group.

He paints with watercolors, oils and does pencil drawings, as well. His descriptions of the differences between oil and watercolors was interesting. With oils you can make colors lighter, but the opposite is true with watercolors – you must start with light colors and add darker. He also described how warm colors; reds, oranges and yellows, in paintings seem to be more appealing to most people, while blues and greens or cool colors are less pleasing. I love blue sky, white puffy clouds, green trees and grass in a painting, as long as there is an airplane or two flying in the scene!

This large painting depicts a scene at Los Angeles International Airport after a rain shower. The air was clear and the lighting was perfect. There is so much detail and Doug said he spent a lot of time just painting the detail of the control tower. When you see this painting in person, you can even see the Hollywood sign on the hills in the background.



Doug is an accomplished artist with landscapes and marine paintings too. He is an art instructor at Yosemite National Park for a couple of weeks each summer.

Joyce Grant was the lucky winner in the drawing. She chose the painting of the Republic P-47.

To view all of his paintings, aviation, marine and landscapes, please visit his websites: [www.douglascastleman.com](http://www.douglascastleman.com) and



[www.DouglasCastlemanAviationArt.com](http://www.DouglasCastlemanAviationArt.com)

Thank you Doug for always displaying your wonderful art at Plane Crazy Saturday! Bring some of your marine prints sometime – my husband, Al, loves boats!



The Tehachapi Society of Pilots was well represented at Plane Crazy Saturday! Shown here is TSP Member John Tumilowicz's beautiful 1939 Piper J-3 Cub. Below are Ron Alldredge's pristine Beech T-34, and Jim Wilhelm's Cessna 182. Jim Roberts 1957 Bellanca was here too!



Tom Nault showed his sweet little 1947 Cessna 120 with the Continental C-85 engine. This aircraft is for sale too. If you can't afford a J-3 Cub, this Cessna 120 might fill the bill for a great two place tail-dragger!



This single-engine, two seat aircraft, was first produced in 1946, immediately following the end of World War II. Production ended in 1951. The Cessna 120 was an economy version of the Cessna 140 produced at the same time. It had the same engine as the 140, but lacked wing flaps.

Tom's 120 has fabric wings and is always kept in a hangar, so the fabric is still good.

Email or call me if you are interested in talking to Tom about buying his airplane!



What a surprise to see a Super Breezy on Saturday! Paul Breed from Calabasas flew to Plane Crazy Saturday and offered rides to those interested in his unusual airplane.

The Super Breezy is exclusive to Yakima Aerosport. The Breezy was first introduced in 1965 as a home-built kit airplane that was constructed using spare parts from different aircraft. It stands apart from all other aircraft because of its trademarked "no cockpit"



that offers the best visibility and outdoor exposure that can be experienced on a powered aircraft. Hundreds of breezies have been built to accept a wide array of Piper Aircraft (PA) wings, but only the Super Breezy from Yakima Aerosport has been outfitted with a Dakota Cub Extended Slotted Wing that provides incredible lift in STOL (Short take-off and Landing) conditions. In fact, the

major components of this aircraft come from the Super Cub which is why it is named the Super Breezy. To date, this is the only breezy aircraft ever built that offers performance comparable to a Super Cub.

Ann Jones and Paul Breed wave during a fly-over! Thanks Mike Masee for this photo.







This lovely Cessna Citation Mustang flew in to check out our Plane Crazy Saturday event and the pilot and his wife enjoyed some \$100 hamburgers at the Voyager Restaurant! At the price of JetA, I'm sure the hamburgers cost more than \$100 each! 😊

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The ramp was full of home-built and standard category General Aviation aircraft. Blue skies and warm temperatures welcomed all attendees.



Scott Glaser had his Yakovlev Yak-52, a Russian primary aerobatic/trainer aircraft, on display. Scott was our speaker at PCS in Feb. 2012. As a pilot, Scott is an experienced warbird aerobatic pilot, holds single, multi-engine and instrument instructor ratings and is a FAST (The Formation and Safety Team) formation lead pilot.





Two beautiful Mk-58 Hawker Hunters flew over the airport in formation and landed for fuel. Based at Point Mugu Naval Air Station, these aircraft are owned by parent company Airborne Tactical Advantage Company (ATAC) in Newport News, Virginia.

The aircraft are used for tactical air training, threat simulation and research & development programs.

Both pilots were former U.S. Naval F-18 pilots and seemed to love their work!

Photo by Matthew McKee. Thanks Matthew for allowing me to use this great photo!



See you on March 21, 2015 when Robert E. Curry will help us celebrate NACA-NASA 100 Years of Flight!

On March 3, 1915, Congress established the National Advisory Committee for Aeronautics, or N-A-C-A, "to supervise and direct the scientific study of the problems of flight with a view to their practical solution, and to determine the problems which should be experimentally attacked, and to discuss their solution and their application to practical questions." In 1958, the NACA's staff, research facilities and know-how were transitioned to the new NASA.