

GENERAL ELECTRIC AIR RESEARCH DEMONSTRATION
Friday, 21 June 1946

0900

Flight to New York City and Albany, New York.

Three (3) P-80s piloted by Major Chilstrom, Captain Smith and Captain Baird will take-off from Schenectady County Airport at 0900, Friday, 21 June 1946 and land at Mitchell Field. They will take off from Mitchell Field and proceed on a direct course to the George Washington Bridge so as to arrive at that point not later than 1205. Minimum altitude while passing directly over the bridge will be 1400 feet indicated. Immediately after passing over the bridge the flight will descend to 800 feet indicated and remain at that altitude as long as the flight is over water. The route from George Washington Bridge is as follows: proceed down the Hudson River, veer to the west of Ellis Island, proceed to the Statue of Liberty where a 360° turn will be made, proceed up the east shore of Manhattan Island to a point opposite Central Park. With a minimum altitude of 2500 feet indicated, the flight will cross Manhattan at the southern tip of Central Park. As the flight reaches the Hudson River again a descent to 800' may be made. From this point, the section will fly down the Hudson River until they reach the lower tip of the island. After climbing to 2500' indicated, the flight will proceed as nearly as possible up Broadway avenue until it is again opposite George Washington Bridge. The flight will arrange its route so as to flash past New York City Hall on a north heading not later than 1220 EDST when contacts with the radio network will be made. From the City Hall, the flight will proceed directly and as rapidly as possible to the State House, Albany, New York. The progress of the flight will be

broadcast between 1220 and 1235 by personal interview of the pilots. Contacts will be made at New York City, Stewart Field and Albany. After arriving over the State House in Albany, the section will proceed directly to Schenectady County Airport where they will make a pass over the N/S runway from south to north in landing echelon. After completing their pass, the flight will peel-off for landing as it passes the north boundary of the field. Minimum altitude over any populated area in New York City will be 2500 feet indicated. Minimum altitude over Albany, New York will be 1000 feet above the highest obstacle. When arriving at Schenectady County Airport all passes and peel-offs will be made so as to avoid flying over the crowd.

The pilots of this flight are cautioned to be on the look out for the main parade formation which will pass George Washington Bridge at 1215 also the pilots on this mission are cautioned that their words will be broadcast on 100 radio stations, and it is directed that any embarrassing comments be avoided.

~~1215~~

1240

Flying Parade Around New York City

Take-off will be at ~~1110~~¹¹³⁵ from Schenectady County Airport in the following order; C-97, C-69, XF-12 (questionable) B-29, FR-1, 3 P-51s, F8F, P-47, 3F7Fs, P-82, 3 F4Us, A-26. After take-off the FR-1 will lead the fighter section so as to fall in the formation directly ahead of the C-97 which will be leading the multi-engine section. For greatest ease of control of the formation, the FR-1 will maintain an indicated airspeed of 190 MPH. The formation will proceed directly to George Washington Bridge so as to arrive at ~~1215~~¹²⁴⁰ at an altitude of 1400 feet. The Navy JRM-1 will fall in

trail behind the B-29 at this point. Route from G. Washington Bridge is as follows; proceed down Hudson River at 800' indicated after passing over bridge, veer to the west of Ellis Island and continue to the Statue of Liberty. As the FR-1 reaches a point south of the statue and on an east heading, it will apply additional power so as to lead the fighter section away from the multi-engine section. The FR-1 will lead the fighter section up the east shore of Manhattan Island and follow the same course as flown previously by the P-80 flight. As the C-97 reaches a point south of the statue, it will commence its climb to 2500 feet while making a 360° turn. As the C-97 again reaches a point south of the statue, it will proceed on a similar course as that taken by the fighter section. As the FR-1 reaches a point opposite the George Washington Bridge it will relinquish the lead to the V of P-51s who will proceed directly on course to Schenectady County Airport. The FR-1 will then return to the area south of the bridge and over the Hudson River where it will perform at 800' giving a demonstration of single and double unit operation. The pilot of the FR-1 will carefully determine that the area is clear before making his demonstration. This flight will also be on a nation wide radio hookup, and will be covered by a radio announcer situated in a B-29 which will hover over the formation during its parade past New York City.

All pilots will make every attempt to avoid any unnecessary straggling.

Landing Order at Schenectady will be given by the Tower Operator.

1430- 1440 Demonstration by Navy FR-1.

- 1440- 1445 Demonstration by Navy target drone.
- 1445- 1500 An R-5 obtained from the Air Transport Command will demonstrate various maneuvers peculiar to the helicopter. It is contemplated that another helicopter obtained from Sikorsky Aircraft Corp. and piloted by a contractor pilot will put on a demonstration simultaneously at the opposite end of the field. Both helicopters will take especial precautions to avoid flying over the crowd.
- 1500- 1515 *XR-3 AUTOGIRO FLOWN BY AL. BAYER - G.E. TEST PILOT*
3F7Fs piloted by Marine Corps personnel will demonstrate section tactics.
- 1515- 1535 Transport and Bomber Fly-By, and C-74 Record Flight
- At 1515 the C-97 followed by the C-69, B-29, and XF-12 will take-off and be joined in flight by the C-74. The C-74 will arrive over Schenectady not later than 1515 where it will standby to lead the fly-by. The C-74 will lead the formation over the N/S runway from the south to north, at an altitude not less than 200 feet. One pass will be made, and on the pass the B-29 will open its bomb bay doors as it reaches the midpoint of the runway. After the pass the C-74 will lead the formation in to land. After landing, the C-74 will taxi up to the ramp where it will disgorge its record payload of 15 jeeps in full view of the spectators.

TACTICAL DEMONSTRATION

- 1535- 1545 Three P-51s piloted by Tactical Air Force pilots will take to the air for a ten minute demonstration of strafing tactics. After the initial pass, the P-51s will make another low pass in trail with a sharp pull-up and roll after reaching 1500 feet above the ground. Upon completing this maneuver, two P-51s will land while the third one remains in the air to participate in the subsequent event.

1545- 1600

P-80 vs P-51

P-80 without nose tank and piloted by Captain Smith will take-off and climb to 3000 feet while circling the field. Captain Smith will make one high speed low level pass from south to north while the P-51 remains clear. The P-80 will then join up with the P-51 west of the field. The section led by the P-51 will make a pass line abreast from south to north at 250 mph. The section will then circle to the left and the P-51 will break-off so as to make a pass over the runway at NRP. The P-80 in the meantime will time his approach so as to overtake and pass the P-51 at the runway midpoint. The P-80 will be on the right. As the two aircraft reach the end of the runway, they will execute steep pull-ups rolling as they climb. P-80 will roll to the right, P-51 to the left. As the completion of this maneuver, the P-51 will lead the P-80 in for landing.

1600- 1610

3 F4Us piloted by Navy personnel will demonstrate section tactics.

1610- 1625

Glider Pick-up

A C-47 and glider will be furnished by the Troop Carrier Command. The glider will be placed east of the N/S runway with towrope attached and glider in position. Flight and ground crews will be standing by the glider. As the C-47 takes off all necessary preparations for the pick-up will be accomplished. The C-47 will circle the field to the left and complete his approach for pick-up. Pick-up will be in the same direction as take-off. After the pick-up, the C-47 will tow the glider to a desired altitude from which point the glider will come in for a landing. Meanwhile the C-47 will enter the pattern so as to complete its landing in the shortest possible time.

1625- 1630

Navy XPBM-5A

Demonstration by Navy of Jato take-off.

1630- 1635

P-59

An AAF P-59 will give a short demonstration consisting of two high speed low level passes over the runway. The opportunity to ride in the first American jet propelled airplane will be offered to newsmen.

1635- 1645

Flying Laboratory

The GE B-29 with a jet engine suspended in the bomb bay will perform for ten minutes.

1645- 1655

F8F-1

Demonstration by Navy showing high rate of climb and maneuverability.

1655- 1710

Jet Plane Finale

Three P-80s will go through a prearranged demonstration combining tactical maneuvers with high speed passes.

Saturday, 22 June 1946

1100

Jet Air Mail Delivery

One P-80, piloted by Major Chilstrom, and carrying nose tank plus half fuel in tip tanks will take-off at 1100 for Wright Field.

Refueling and dropping of wing tip tanks will be accomplished in the shortest possible time. A letter commemorating first jet air mail flight will be delivered to Mr. Orville Wright in Dayton. As soon as the P-80 is refueled it will take-off immediately for Chicago Municipal Airport to deliver approximately 7500 envelopes and a personal letter to the Mayor of Chicago. Immediately after take-off of P-80 for Chicago, a second P-80 Flown by Capt. Baird or Capt. Smith will fly directly to Washington on a similar mission

1430- 1710

Show will be a replica of the day preceding with exception of any active participation by the C-74.

G.E. AIR RESEARCH DEMONSTRATION

Schenectady County Airport

Schenectady, N.Y.

June 21, 22-1946

