

Lead Pilot: Steve “Dogbag” Tupper and Nicholas “FOD” Tupper

No. 2: Chris “Restart” Felton.

No. 3: Mark “Frenchie” French

T-6 Pilot: Dr. Brian Smith

Steve “Dogbag” Tupper

Steve is a commercial pilot and instructor pilot with commercial or private privileges in gliders and airplanes (single and multi-engine land, single-engine sea, instrument rating, and type-rated (SIC) in the Douglas DC-3/C-47). He's an aerobatic competitor at the IAC Primary level and he's a lieutenant colonel, judge advocate, and SAR/DR pilot for the Michigan Wing of Civil Air Patrol.

Nicholas “FOD” Tupper. He is 13 years old and is the son of flight lead Steve Tupper.

Nicholas is a cadet Staff Sergeant in the Civil Air Patrol and is training to become a pilot. He will enter eighth grade at Bloomfield Hills Middle School next month.

Chris “Restart” Felton

Chris is a commercial pilot in both airplanes and gliders and he holds an instrument rating in airplanes. He holds a FAST Wing card. He is also a major and a SAR/DR pilot, SAR/DR check pilot/examiner, director of safety and air operations branch director for the Michigan Wing of Civil Air Patrol (the USAF auxiliary). He flew disaster relief aerial reconnaissance sorties for FEMA and the USCG in response to Hurricane Sandy and has completed more than 40 homeland-security sorties, including fighter intercepts, and numerous other AFRCC-assigned missions.

Mark “Frenchie” French

Mark is a commercial pilot with commercial or private privileges in gliders and airplanes. He is a veteran of the US Army and, during his service, he was a member of the Golden Knights, the US Army Parachute Team. He holds a FAST Wing card. He is an airframe and powerplant mechanic.

Schweizer TG-7A Information

The Schweizer SGM 2-37 is a self-launching glider better known by its military designation: TG-7A. Schweizer designed the aircraft for use by the US Air Force Academy and they flew at the academy from 1983 through 2003. Only six flyable examples remain in the world.

- **Crew:** two in side-by-side seating
- **Length:** 27 ft 6 in (8.5 m)
- **Wingspan:** 59 ft 6 in (18.14 m)
- **Height:** 7 ft 8 in (2.4 m)
- **Wing area:** 195.7 ft² (18.18 m²)
- **Airfoil:** Wortmann Fx 61-163
- **Empty weight:** 1200 lb (544 kg)
- **Loaded weight:** 1850 lb (839 kg)
- **Useful load:** 650 lb (295 kg)
- **Max. takeoff weight:** 1850 lb (839 kg)
- **Powerplant:** 1 × Lycoming O-235-L2C aluminum fixed pitch, 112 hp (84 kW)

North American T-6 Information

The North American Aviation T-6 Texan is a single-engined advanced trainer aircraft used to train pilots of the United States Army Air Forces (USAAF), United States Navy, Royal Air Force and other air forces of the British Commonwealth during World War II and into the 1970s.

The particular example flying today was flown at Tuskegee Army Airfield in 1945 and was used to train actual Tuskegee Airmen.

- **Crew:** two (student and instructor)
- **Length:** 29 ft (8.84 m)
- **Wingspan:** 42 ft (12.81 m)
- **Height:** 11 ft 8 in (3.57 m)
- **Wing area:** 253.7 ft² (23.6 m²)
- **Empty weight:** 4,158 lb (1,886 kg)
- **Loaded weight:** 5,617 lb (2,548 kg)
- **Powerplant:** 1 × Pratt & Whitney R-1340-AN-1 Wasp radial engine, 600 hp (450 kW)
- **Maximum speed:** 208 mph at 5,000 ft (335 km/h at 1,500 m)
- **Cruise speed:** 145 mph (233 km/h)
- **Range:** 730 miles (1,175 km)
- **Service ceiling:** 24,200 ft (7,400 m)
- **Rate of climb:** 1200ft/min (6.1 m/s)
- **Wing loading:** 22.2 lb/ft² (108 kg/m²)
- **Power/mass:** 0.11 hp/lb (kW/kg)

Demo

T-6 arrives first and performs slow patrol within a one-mile radius of target.

TG-7As arrive in formation and perform formation passes.

Echelon



Fingertip



Trail



Last Pass

TG-7As fly south to north in fingertip with phantom 3. T-6 follows and overtakes directly under the No. 3 gap. T-6 pulls up and turns west. TG-7As keep flying until out of sight.