

The Collings foundation had their B-17, B-25, and P-51 C at Chester County Carlson airport last week. The P-51 was a full dual control. Guess what I flew?



After takeoff, they let me do the climb out to 9,000 feet. I thought that was great, but it got much better. We went on to do 90 degree bank turns, rolls, loops, & immelmans, and I got to pilot through all of them.

He was great getting me lots of stick time. He would show a maneuver, then let me do as many as I wanted.

We started with 90 degree bank turns - flight instructor did one, then I did several.

We did aileron rolls, and I did about 3 in each direction

I got to do about 3 loops (~ 4g's)

We also did immelmans, which was pretty interesting. These had to be a little faster, because you bleed off speed at the top. We hit 275 knots in a dive, then a hard half loop. I started to grey out during one (I was pulling back just a little too hard, maybe 5-6 g's?). I relaxed the stick and everything came back. We actually started to buffet once when rolling out at the top. I heard him grunt as he took back control to keep us from stalling.

Fly-by was cool. He got clearance for the pattern, and we shot through at ~ 150-200 feet & 220 knots. He was letting me fly, but suspect I was on a short leash for that one.

Landing was interesting. With the dual controls, I could see that he was very active with stick work on final (he reported that the airplane gets mushy at slow speeds so need active control) and the rudder work after touchdown was really active.

Absolutely amazing time. I should have done it years ago.

He was a CFI, so I have 0.8 hours of P-51C time registered in my pilot log book.

Answering your question below, the plane was really stable. It was responsive, but not glitchy.

Way cool! Jeff