

- Final Logo
- Hindenburg show?
- Aviator Beer at QB AMS
- Pope AFB outing





PINEHURST NC HANGAR #218

QB MEMBER PROFILES

PROFILE NUMBER 8

Stuart R. Childs

QB #14010

Hangar: Charlotte (CLT)



QB Profiles – Stuart R. Childs

X-Plane Test Pilot from Charlotte



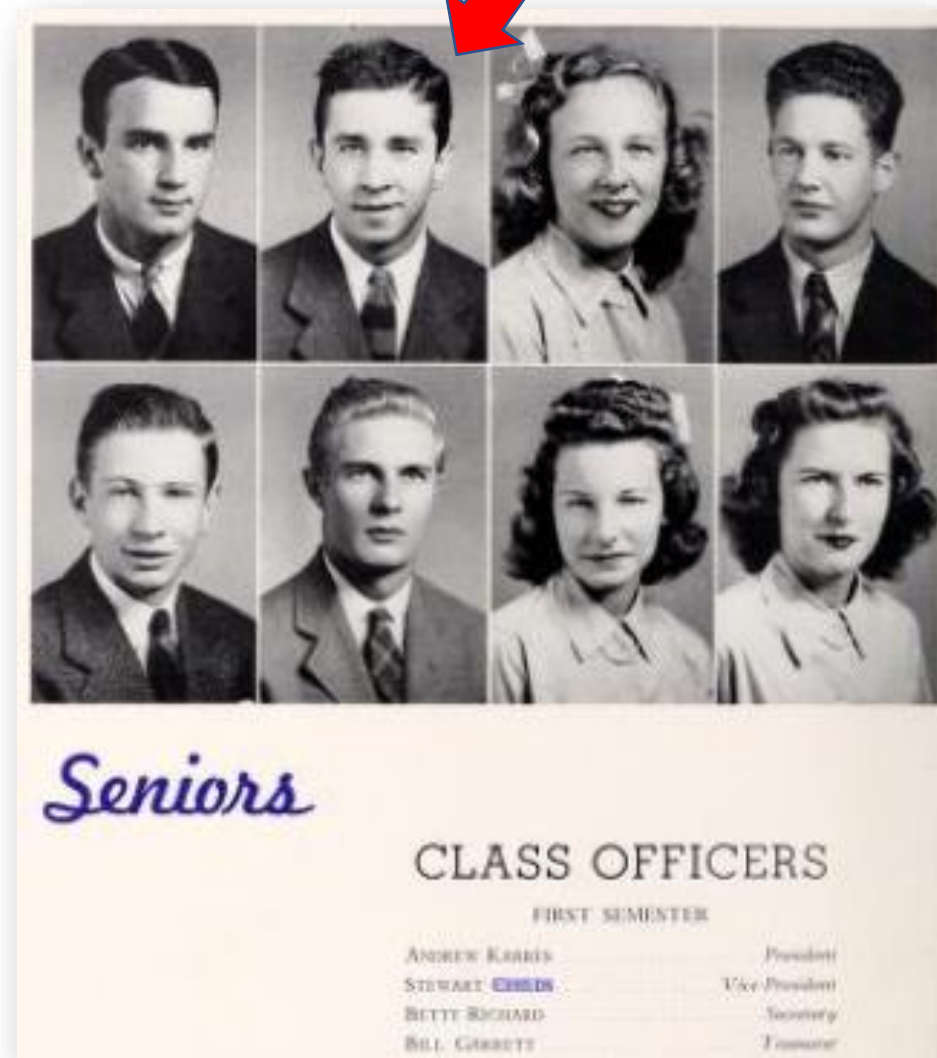
QB Profiles – Stuart R. Childs



- Born **Stuart “Stu” Row Childs** on June 17th, 1923 in Charlotte, NC. His parents were **Theron Arthur Childs** of Cass County (Logansport), Indiana and **Gertrude E M Row** of Monroeville, Ohio. Gertrude died on 7/11/33 at age 39.
- **Theron** was born on 9/16/1884 in Corunna, IN. During WWI he was a **captain** in the **infantry**, serving at Camp Gordon, GA and Camp Perry, OH. After the war he became Secretary and then Superintendent of the **Standard Ice and Fuel Company** in Charlotte from 1920-1964. He served two terms on the **Charlotte City Council** (1945-1949), was the **Mayor Pro Tem** and was active in sports, especially baseball. He served on the Board of Directors of the **Charlotte Hornets** (baseball). For many years he lived at 1728 Shoreham Drive, near Providence and Sharon (Myers Park). He died on 7/14/68 at age 84. (Far left: **Harmon Killebrew**, Charlotte Hornets, ‘56)



Stu Childs at Central HS Charlotte 1941



Stu Childs was a pitcher for the baseball team.

The first official action of the senior class was to elect Andy Karres, president; Stewart Childs, vice-president; Betty Richard, secretary; Bill Garrett, treasurer; and Mr.

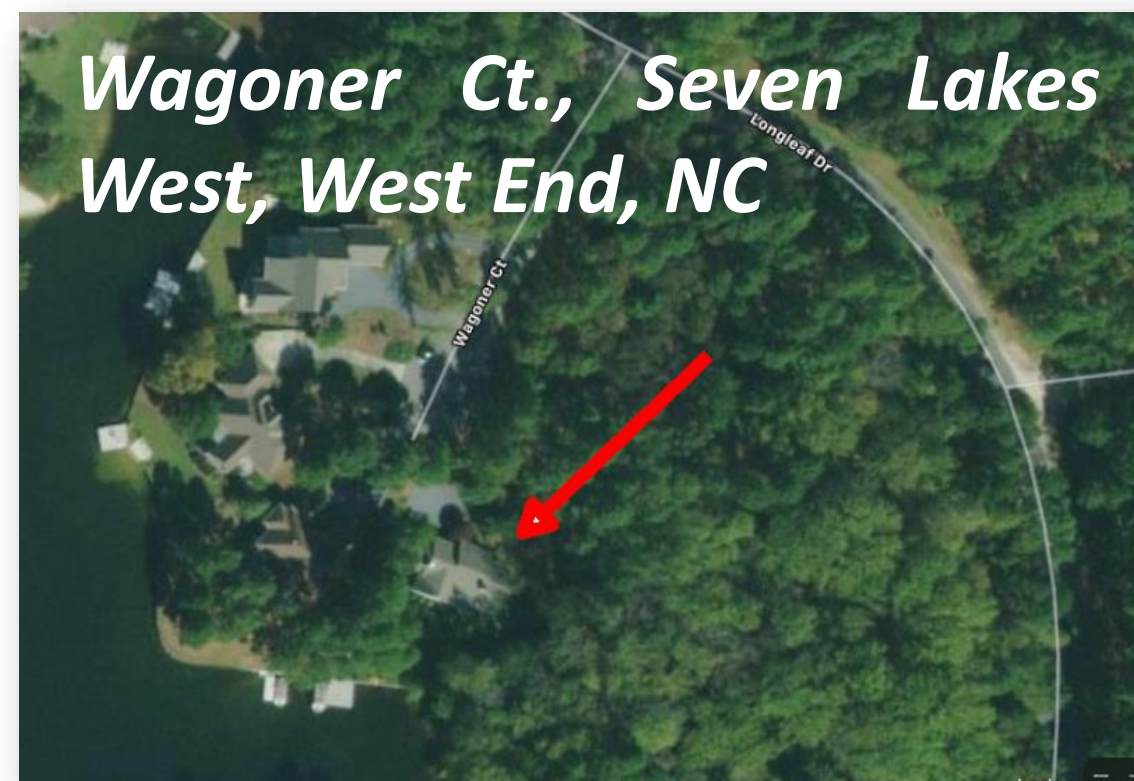
Many of our ole grads are in Movieland now and making good too. A new Tarzan picture, "Tarzan the Lover" starring Robert "Atlas" Zachary and Joanna "Flapper" Houchins played here last week. "Mamma's Little Boys" featuring Pug "Honey-cup" Green, Harold "Buddy-boy" Cook, Billy "Butter-ball" Morris, George "Dew-drop" Payne, Stu "Rosemouth" Childs, and G. B. "Water-Lily" Holtzclaw opened today.

QB Profiles – Stuart R. Childs



- Stuart Childs had an older sister, June Adell Childs, and a younger sister, Grace Marie Childs, who married **William M Kirkpatrick** on October 12th, 1951. **Grace Childs Kirkpatrick** lived in **Seven Lakes West**, NC, until 2017. She passed away in Richmond, VA in Oct. 2018.
- He married **Irene Margaret Street** of Belmont, Ohio at age 27 on August 11th, 1950. The couple had no children. They had been married for **45 years** at the time of Irene Childs' death on July 26th, 1995.

Above: Stuart Childs and the Bell X-1B, which he flew on 10/19/54. **Right:** The author saw that picture in the home of Grace Childs Kirkpatrick in the spring of 2017 while house hunting in 7LKSW.



The Childs Family – 12 October 1951



Left to right: Theron Childs (father), William Kirkpatrick II (groom), Grace Childs Kirkpatrick (bride & sister), two friends, June Childs Alexander (sister), Stu Childs (in uniform), mother of groom, June's husband, another friend. Rosann Alexander (niece) in front of her mother, June.

QB Profiles – Stuart R. Childs



- On 23 February 1942 Childs **enlisted** in the Army **at age 18** and volunteered for flight school. Following basic Army training, Childs received his **Primary Pilot Training** in a **Fairchild PT-19**. The location is not known.
- Sometime in mid-1942, Childs was sent to **Basic Pilot Training** the new **Enid Army Flying School** in Enid, OK, later renamed to Vance AFB. In Enid, Childs flew the **Vought BT-13 Valiant**. His was **Flight 5-G, Class 42-K**. (In 1911, Enid car salesman **Clyde Cessna** learned to fly in his own license-built Bleriot XI)
- Upon completion of Primary training, Childs was sent to **Advanced Pilot Training**, likely in the **Curtiss-Wright AT-9** or **Beechcraft AT-10**, aircraft used to multi-engine instruction. The location for this is not known.

Enid (OK) Army Flying School – Summer '42



Enid Army Flying School Class 42-H Yearbook

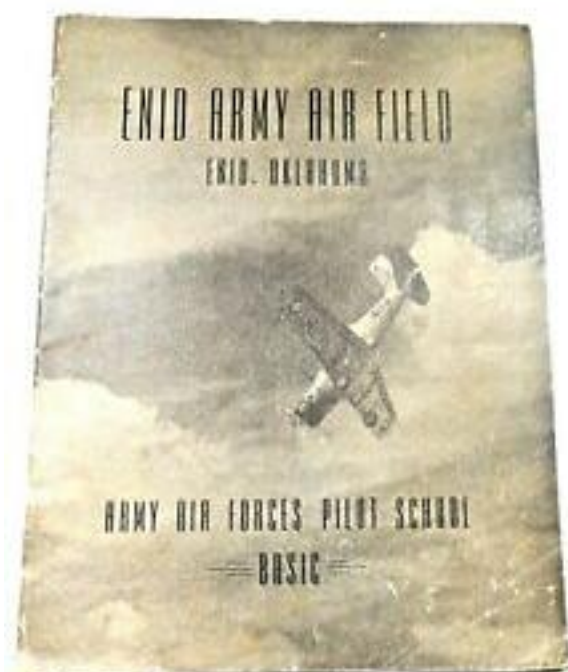
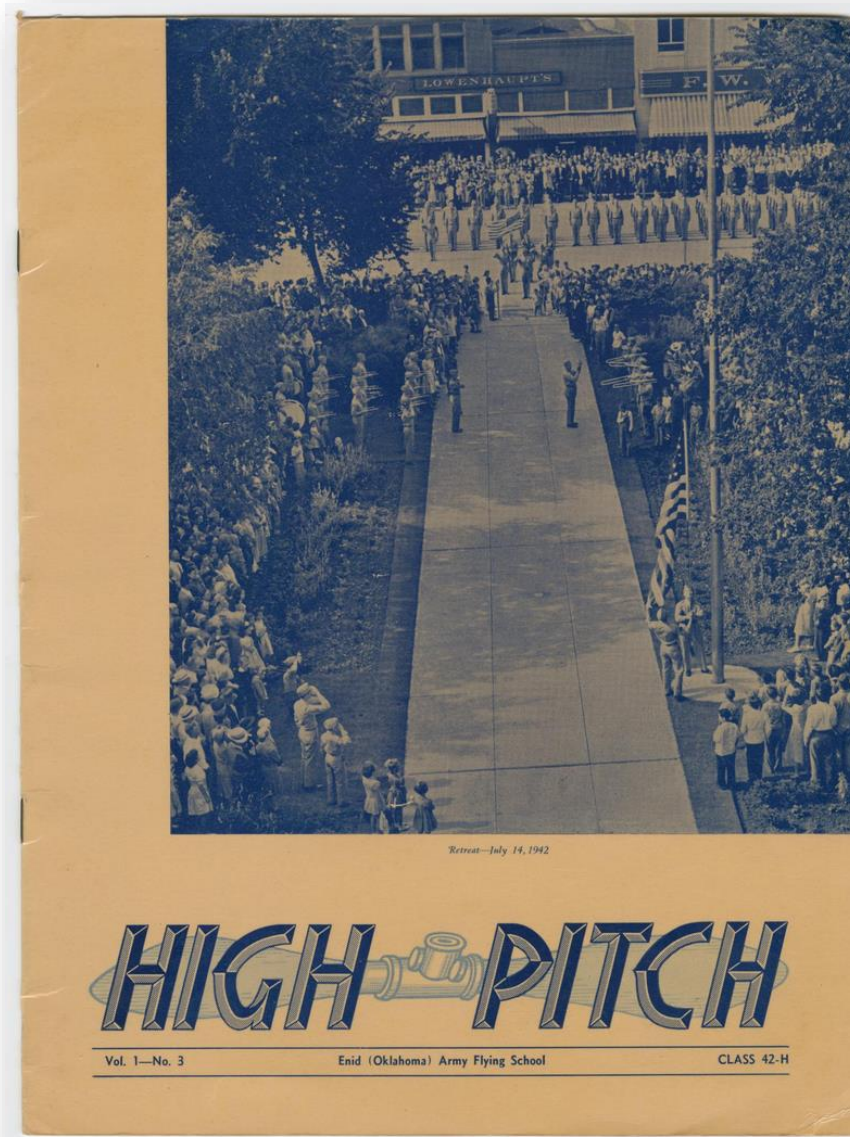
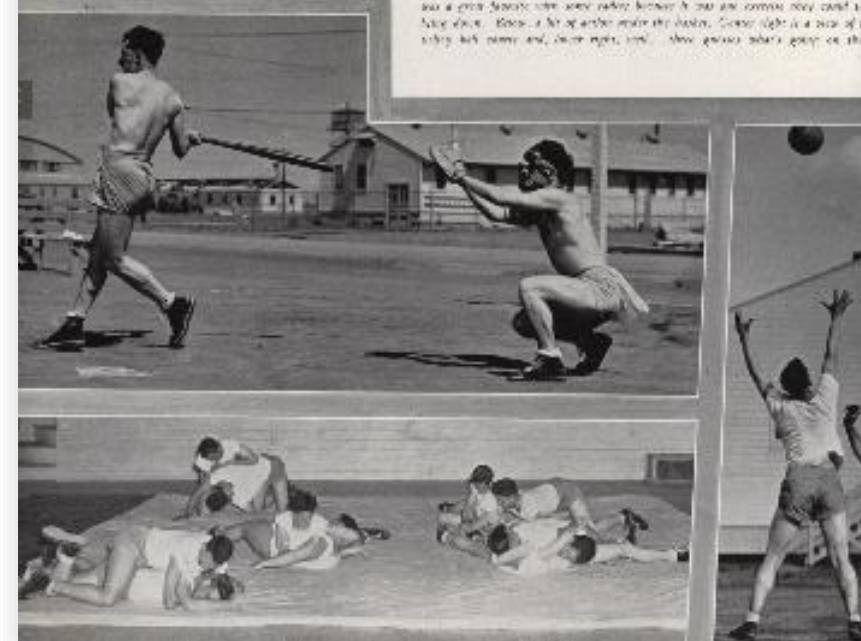


Figure 10: Good agreement. . . The difference was too low to be correct. Upper right: Two times each value. Middle left: Not at all. "Wrong" value. Lower left: Breaking the "everybody counts" rule in the previous diagram. Lower right (three): Each identity (green) is twice the "left" and the "right" is only once (green).

[illegible]

Training Aircraft used by Stu Childs in 1942



Clockwise, from above: Curtiss-Wright "Jeep", Fairchild PT-19, Vought BT-13 "Valiant", Beechcraft AT-10 "Wichita".





Lt. Stu Childs in WWII

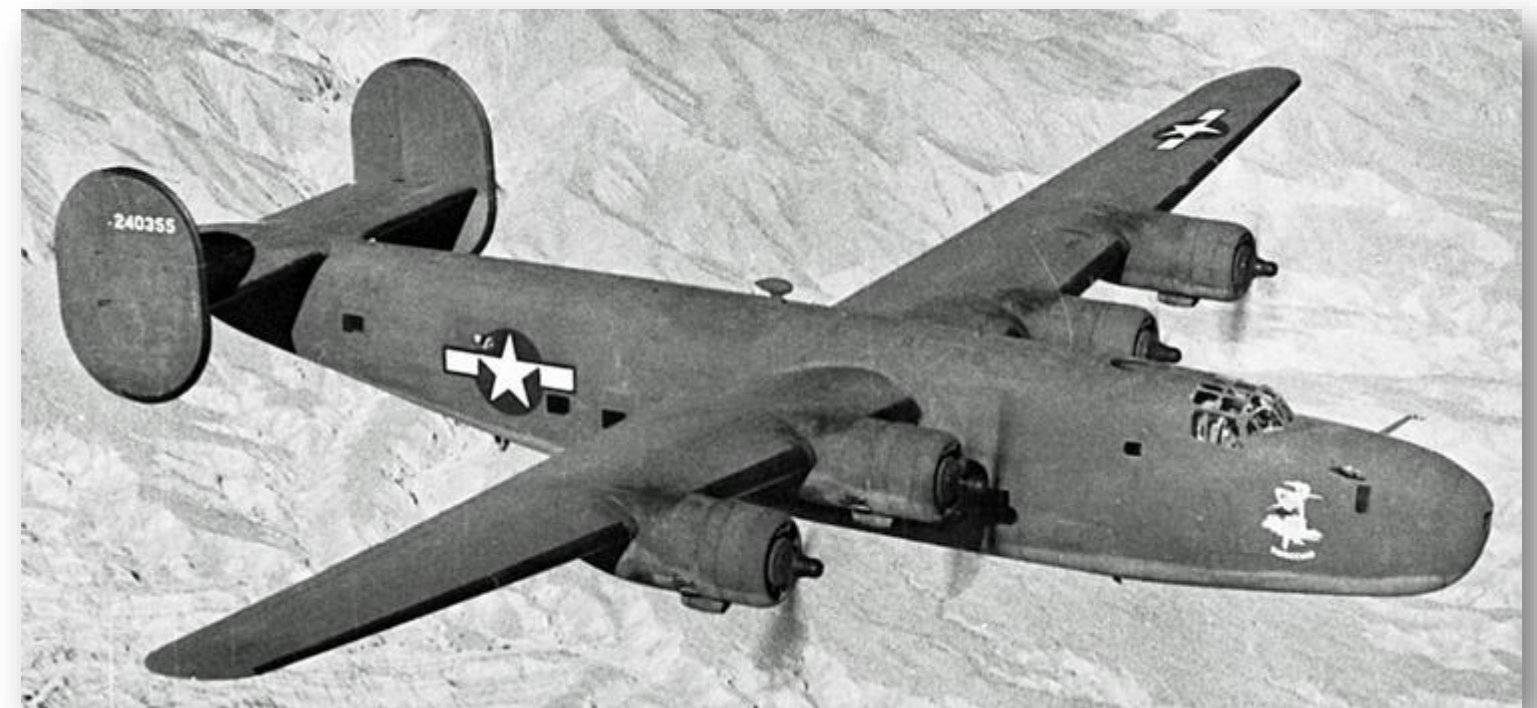
- Upon completion of Advanced Pilot Training, Childs was **commissioned** a 2nd Lt. and assigned to the **Air Transport Command** of the U.S. Army Air Forces.
- Childs flew 45 (or 65) round-trip missions in the **Consolidated C-87 Liberator Express**, delivering personnel and cargo over the “Hump”, from India to China and Burma.
- According to **QB Jim Zazas**, “The C-87 was **built specifically** to carry people, and/or cargo, and had no provisions for gun turrets or a bombardier position. It was the transport version of the ubiquitous B-24 Liberator. **Consolidated C-109s** were **converted B-24s**, mostly Ford-built B-24s, and were dedicated fuel carriers or tankers. Most C-109s had waist gunner windows, faired-over turret positions and bombardier bomb aiming windows in their chins. “



Consolidated C-87 Liberator Express

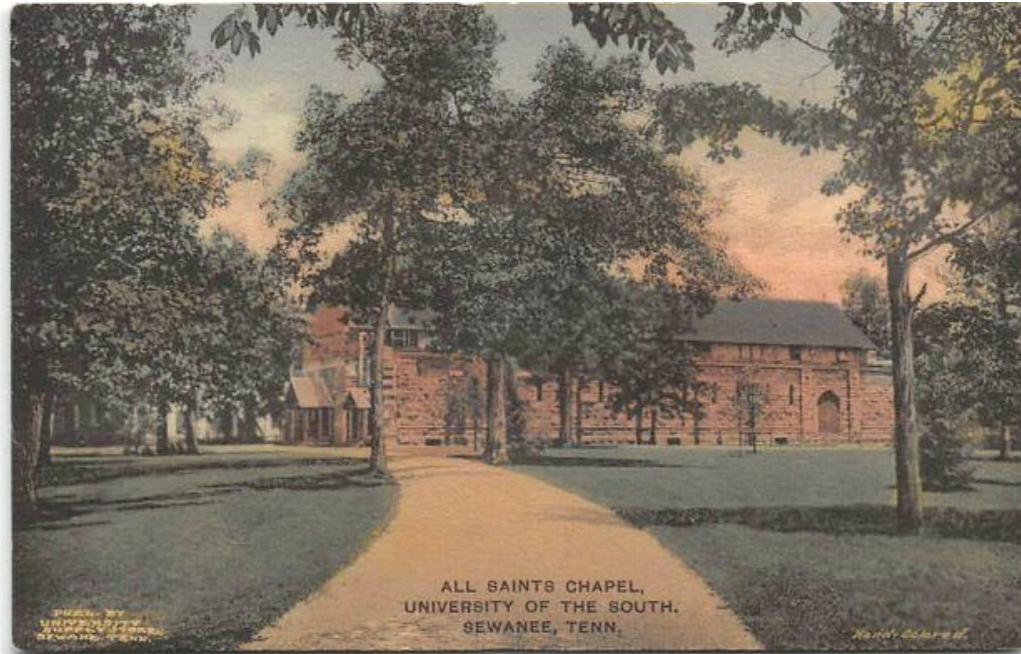


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QB Profiles – QB Hangar #218, Pinehurst, NC

Between WWII and the Korean War



- Near the end of WWII, Childs attempted to get reassigned to **fly fighters**. The war ended before this could happen, so he was discharged at the rank of **Major** at **age 22** in late 1945.
- Stu then enrolled at the **University of the South, Sewanee**, Tennessee, majoring in Philosophy and minoring in English.
- It has been stated that from 1945-1948 Childs “**learned to fly jet fighters in his spare time**”. This implies that he remained in the Air Force Reserves following his discharge in order to continue his flight training.
- Upon graduation from Sewanee in 1948, Childs asked to **return to active duty**, and was assigned to a **flight test squadron**, testing the first generation of Air Force jet fighter aircraft. He held the rank of **Captain** and was **age 25**. (He married in 8/1950)



Stuart Childs in the Korean War

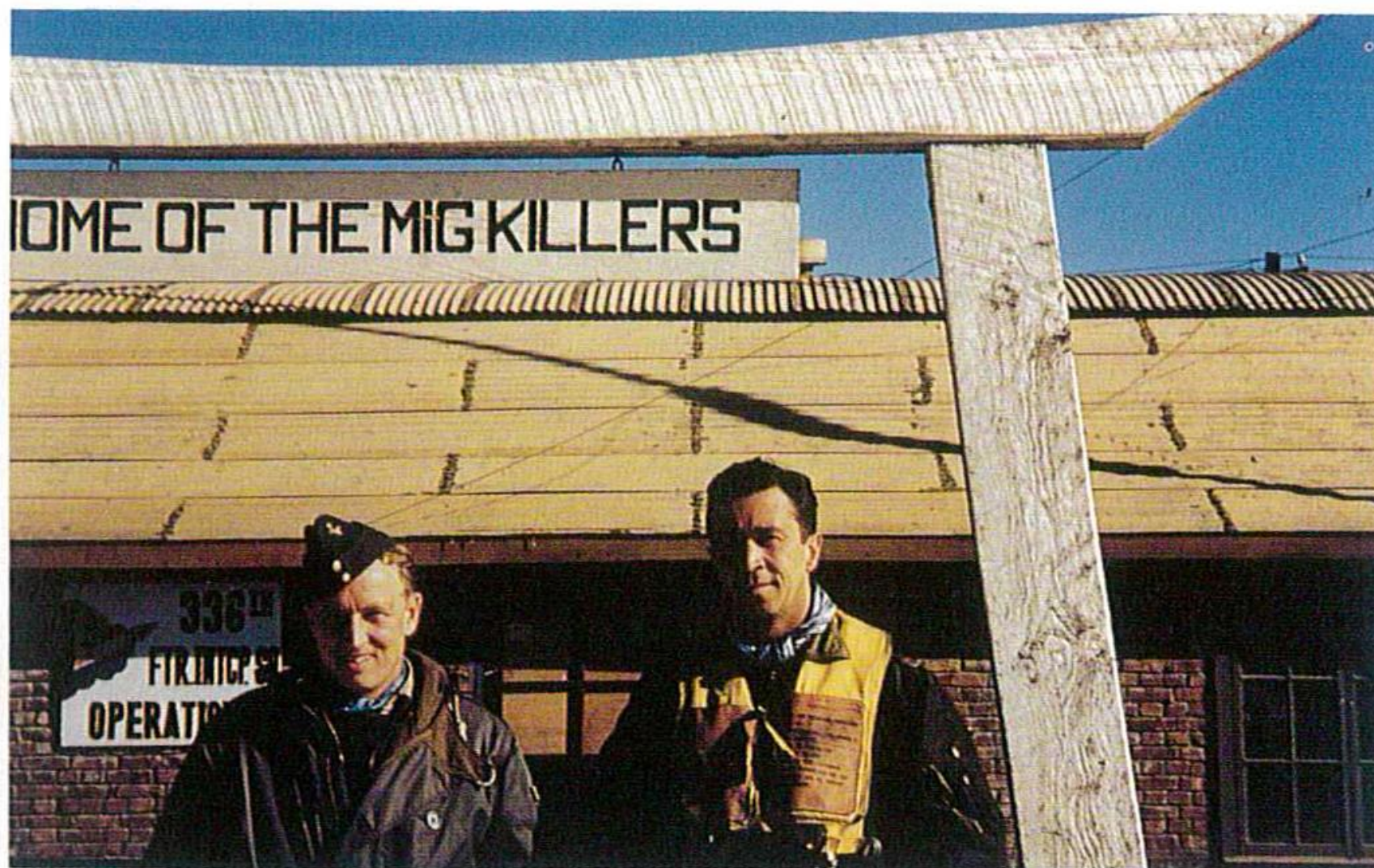
- In 1952, Childs was assigned to the **336th Fighter-Interceptor Squadron** (*The Fabulous Rocketeers*), 4th Fighter Wing, and sent to Kimpo Air Base (K-14) near Seoul. There he flew 152 combat missions and was credited with damaging one MiG on Thursday, January 15th, 1953.



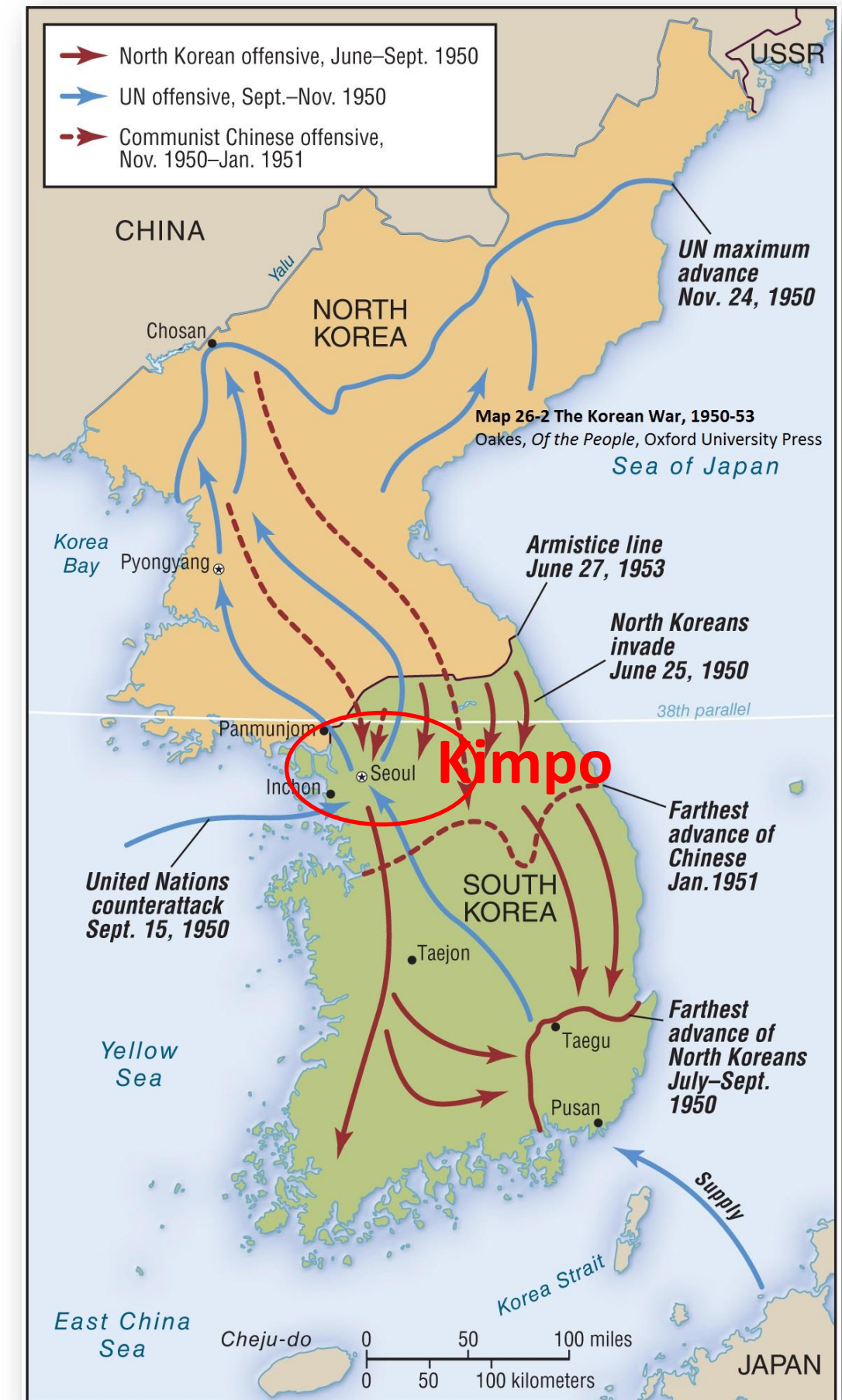
Left: 336th Squadron flight commanders in May 1953 – (Left to right) Capt. Stuart Childs, Capt. Houston Tuel, Capt. Thomas Broe, Capt. Peter Frederick, and Capt. Bob Windoffer. (Bob Windoffer)



Stuart Childs in the Korean War



Squadron Leader Graham Hulse, RAF, stands with Capt. Stuart Childs under the 336th Squadron torii at K-14 in 1953. S/L Hulse, was a World War II Spitfire pilot, adding a total of two MiGs in Korea. S/L Hulse was shot down on 13 March 1953. (Bob Windoffer)



Air Medal and DFC



- While serving in Korea, Childs was awarded the First **Oak Leaf Cluster** to the **Air Medal** and the **Distinguished Flying Cross**.
- The **DFC Citation** states : “While leading a flight of four F-86s on combat patrol, he was diverted from his mission to search for a downed B-29 crew. He was withdrawing from the search area, because of low fuel, when he sighted two MiGs preparing to make an attack on friendly fighter-bombers operating in the area. Disregarding his low fuel supply, Captain Childs attacked the enemy aircraft and engaged them in a vicious tree-top level battle. Through a superior tactical air ability, he gained the advantage and seriously damaged one of the MiGs, before they dived across the Yalu River.”
- Following his first tour in Korea, in May 1953, Childs applied for a transfer to the **Air Force Flight Test Center** at Edwards AFB.

Air Medal and DFC



F-86 PILOT GETS OAK LEAF CLUSTER

Captain Stuart R. Childs (right) of Charlotte, is congratulated by Col. James K. Johnson, commanding officer of the 4th Fighter Interceptor Wing after receiving the First Oak Leaf Cluster to the Air Medal at an advanced Fifth Air Force base in Korea. Captain Childs, a U. S. Air Force F-86 Sabrejet pilot, received the award for distinguishing himself by meritorious achievement while participating in aerial combat. Captain Childs' wife and his parents, Mr. and Mrs. T. A. Childs, live at 1728 Shoreham Drive.



Capt. Stuart R. Childs, of Charlotte, is one of the U. S. Sabrejet pilots serving with the veteran 4th Fighter Interceptor Wing in Korea. He is shown standing by the side of his speedy jet fighter in combat flying gear after returning from a combat air patrol over North Korea. His wife and parents, Mr. and Mrs. T. A. Childs, live at 1728 Shoreham Drive. (U. S. Air Force Photo)



FIFTH AIR FORCE, Korea — Captain Stuart R. Childs of Charlotte, a U. S. Air Force F-86 Sabre jet pilot with the 4th Fighter Interceptor Wing in Korea, damaged a MIG-15 Thursday, Jan. 15. It was the first time that Captain Childs has scored against the Russian-built jet fighters and his score came on a day when Sabre jet pilots shot down two MIGs, probably destroyed one, and damaged two others. Since the start of the Korean war, Far East Air Forces aircraft have destroyed more than 550 of these MIG-15 enemy jet fighters. Captain Childs' wife, and his father, T. A. Childs, live at 1728 Shoreham Drive. Charlotte. (U. S. Air Force Photo)

Young Men – Then and Now



May 1953 – MiG Killers, pilots of 336th Fighter Interceptor Squadron, K-14 Kimpo Air Base, South Korea. **Captain Stuart Childs** on far left.

December 2013 – Ethan Krupp, aka “**Pajama Boy**”, employee of **Organizing for Action**, & the poster child of **Obamacare**. Posing in his favorite black-and-red plaid onesie pajamas.



Wear pajamas.
Drink hot chocolate.
**Talk about getting
health insurance.**

#GetTalking
barackobama.com/talk

Childs at Edwards Air Force Base

- Following his first tour in Korea, in May 1953, Childs applied for a transfer to the **Air Force Flight Test Center** at Edwards AFB. There he tested mostly new Air Force jet fighters, including the F-84, F-86, F-89, F-94, F-100, F-101, F-102, F-104, F-105, F-107 and the F4D. He also made the 3rd powered flight in the **Bell X-1B** on October 19th, 1954. He was awarded the **Air Power Trophy** for his work on the F-100 following the crash of George Welch on 10/12/54.



Childs at Edwards Air Force Base



Major Stuart Row Childs and the North American F-86F-30-NA was converted to the two-seat configuration TF-86F "Sabre" transonic trainer at Edwards AFB.

Omnibus, Series 4, Episode 24, April 1956

“How the F-100 Got its Tail”

Starring Major Stuart R. Childs



QB Jim Zazas: During pilot training, we studied the wicked aerodynamics involved in the George Welch YF-100A accident, and how a taller tail alleviated the major aerodynamic problems involved with inertial roll coupling.



Childs at Edwards Air Force Base

“In the fall of 1954 I left the B47 testing for 6 months to attend the Air Force Test Pilot’s School at Edwards Air Base at Muroc, California. This gave me exposure to Air Force fighter jockeys, an interesting group. Many had been in the Korean War. They had many tales of fear and heroism to tell. They were a great group of pilots. Some were killed later in test work. I remember one Air Force pilot, **Stu Childs**, who I inadvertently gave a problem, which he solved very well. Just before I went to Edwards I was flying a fuel vent test on a B47. This amounted to filling the B47 with hot fuel and climbing to high altitude to see if the generated fuel vapors escaped properly. Stu was the chase pilot flying an F86. When we got to 40,000 ft we were headed away from Wichita at high speed. Stu mentioned his fuel quantity, which didn’t register with me, because at the time I wasn’t familiar with the F86. Some time later he asked if we were headed for Wichita, because he was low on fuel. I turned but it was too late. He ran out of fuel about 70 miles north of Wichita. We were close to Salina, Kansas that had an Air Force base with a long runway, but it was cloud covered. **He dead stuck the F86 all the way back to McConnell Air Base at Wichita and landed safely.** An amazing feat I thought.”

Jim Goodell was a test pilot for Boeing for 30 years. This story recounts his experiences in flight testing of jet bombers in Boeing Wichita.

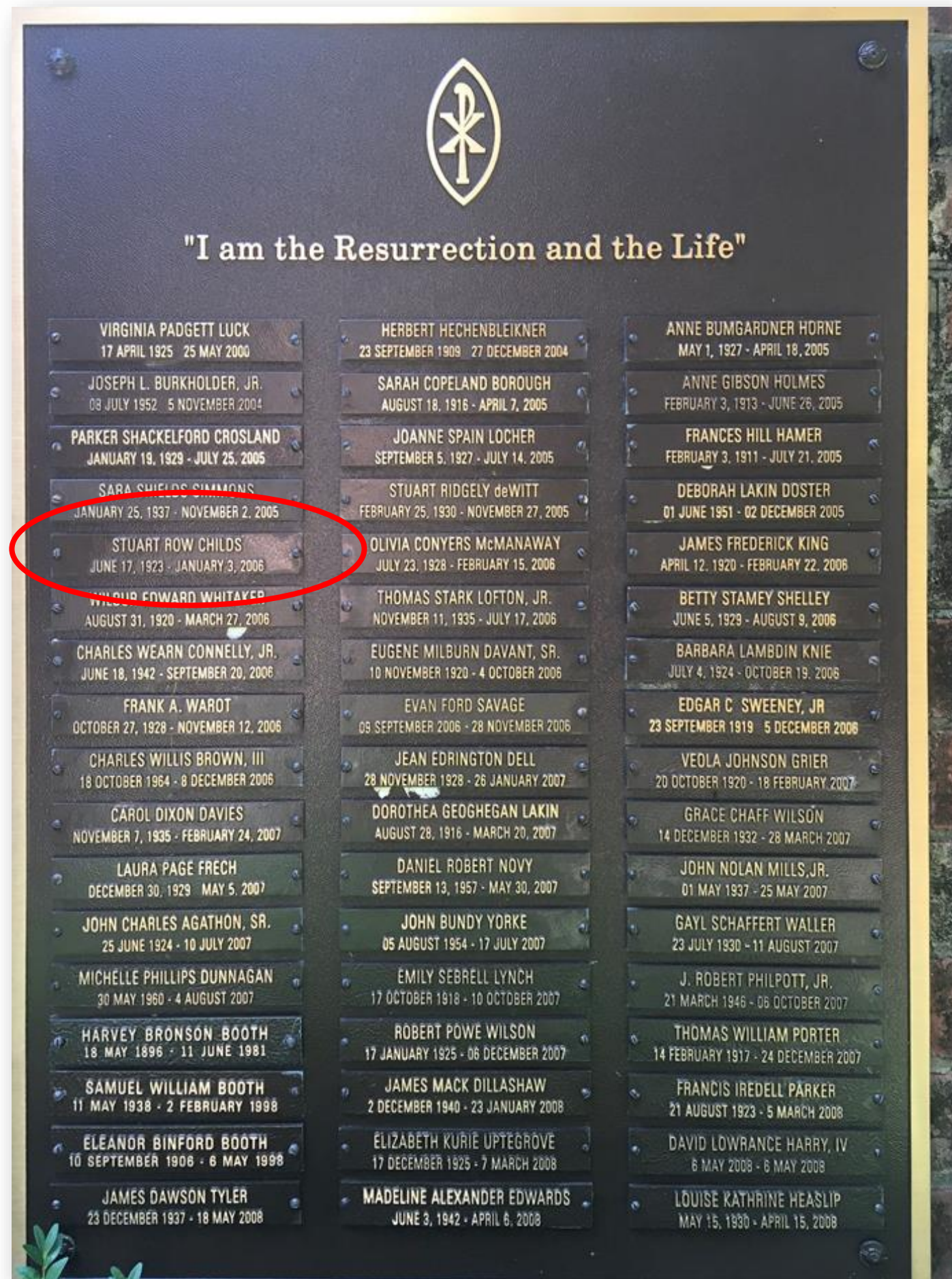


Retirement from USAF, Law Career



- The Air Force Association gave Stuart Childs its **1955 David C. Schilling Award** for distinguished service in the field of flight.
- In 1957, at the **pinnacle of his aviation career**, Childs decided that he could no longer leave his **wife Irene** alone each day to wonder whether he would return alive.
- Childs **retired** from the Air Force, moved back to North Carolina, and enrolled in **law school** at UNC. Then followed a long and successful career as an attorney in Charlotte.
- Although Childs literally closed the book on his aviation past, rarely mentioning it to family and friends, he did keep one item on display, a certificate bearing the inscription from ***Ye Anciente and Secret Order of Quiet Birdmen.***

QB Profiles – Stuart Childs



- Childs left his law practice to care for his wife Irene, who passed away in 1995.
- Stuart Childs died on January 3rd, 2006, (age 82) after a brief illness.
- He is buried at the Christ Episcopal Church Memorial Garden in Charlotte, NC.

CAVU FOREVER BROTHER QB



Thank You





PINEHURST NC HANGAR #218

**THESE QB MEMBER PROFILES FOUND AT
www.aerosouth.net/QB**

