



The Flying Wire

Chapter 124
Experimental Aircraft Association

Volume 55 Number 11
November 2, 2016

Board Meeting - 5:30 pm

Dinner - 6:15 pm (\$10 donation)

General Meeting - 7:00 pm

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www.EAA124.org

www.CafeFoundation.org

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--- Mail ---
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November 2, 2016 Program

Alan Nelson: Angles on Aviation

Alan Nelson will be presenting his many careers that involve airplanes, big and small - from Smoke Jumping to visiting the Antarctic, to the C130 and Boeing 747 Airborne LASER programs. Alan is a member of the Pacific Coast Air Museum and helps in the oral history program. Join us for a very interesting program, and find out how you can pack a 1 million watt LASER into a 747-400.

Dinner Menu

Thanksgiving - Traditional BBQ turkey dinner (cranberry sauce, garlic mashed potatoes, vegetables, cranberry salad, gravy) with pumpkin pie for dessert. Dinner \$10

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: eaal24newsletter@sonic.net



The Makings of a Test Pilot: VMB-413

(Stuart Deal about Lt Colonel Oliver E. Deal, USMC with thanks VMB-413 and their web site)

It hardly seems worth it to bring you along this far in my Dad's writings without sharing what I have found out about where things go for him after training and in the Pacific War. While the only thing he ever said to me, about the war, was "I was much better off up in the air than the guys on the ground." Looking at this much later, it is a deeply framed and meaningful statement that I understand much better now.

While you may think that he is only expressing survivors guilt that the other Marines who died by the thousands, I have to think that some of the "guys on the ground" were suffering from the death and destruction raining down from his plane. So that line could not be starker.

It mattered to me to understand more about what my Dad experienced in the Pacific War. This was partly because he did not talk much about it and partly because of curiosity about the almost endless number of personal stories lived through by survivors and those that did not survive.

The Situation of Marine aviation in 1942.

You could argue that the United States Marine Corps was late to the game in deciding to build up their air arm to fight the Pacific War. The deciding factors were the lessons learned from the Guadalcanal Campaign in 1942 where lack of air support caused serious problems. While the commitment to air power had been understood by the Navy much earlier. The Empire of Japan forced the US Navy to accept the importance of air power with the attack on Pearl Harbor, where the aircraft carriers were all that was available afterward. However, the air support that the Navy was able to offer for amphibious operations by the Marines was limited. A doctrine emerged where Marines would fly air support for Marines.

It was during this expansion of Marine Aviation that my Dad, Oliver Deal, had finished becoming a pilot and was commissioned into the Marine Corp. You may recall from earlier articles that my Dad thought that he was late in enlisting and wondered if he would have the opportunity to help in the war effort. I expect he was glad to discover that the Marines needed pilots just as the Navy had finished training him.

I have limited knowledge of my fathers personal experience of this transition at this writing, but the juxtaposition of events and

the few words that Dad shared with me, plus some other resources help flesh out the picture. One thing that that my Dad wrote about that I have not yet mentioned here is that he suffered a ruptured eardrum, caused by fluid build up and inflammation in his narrow Eustachian tubes (a condition I inherited). In the process of recovering from this possibly career ending problem, his flight aware physician put him in touch with the best and most medically aware flight instructor he knew. It is this flight instructor, who I dubbed Lieutenant Ace since Dad forgot his name, that got my Dad's flying career back "off the ground".

However, I believe that this medical side trip, and his studious nature as a pilot made him appear to his flight surgeon and his commanders as more suited to the role of bomber pilot than fighter pilot. It may well be also that the "all the good jobs were taken" by the time he was ready.



VMB-413 Squadron Photo

At Cherry Point Naval Air Station in North Carolina, the Marines pulled together a squadron that was to be the first Marine Aviation squadron built around the Mitchell Medium Bomber. The squadron was designated VMB-413 and commissioned on March 1, 1943. My father became a pilot in that squadron as a First Lieutenant.

The Marines were reliant on the Navy to provide aircraft and the aircraft that provided the long legs, the hitting power and the adaptability to shorter airstrips was the Mitchell Medium Bomber which were designated PBJ. P for Patrol, B for Bomber, J meant built by North American Aviation. While the Navy had launched Mitchells in the Doolittle Raid from the Hornet, Mitchell Bombers were not a fit for Naval Aviation, but were a perfect fit for the Marines in the

Pacific.

It is a long way from the Cherry Point, North Carolina to Stirling Island in the Pacific. New pilots in a new squadron in a new combat role is a formula for endless training at Cherry Point and Edenton, NC, continuing at North Island, near San Diego and even when they arrived on Oahu at the Marine Corps Air Station Ewa seven miles from Pearl Harbor. The Battle of the Treasury Islands and the Bogainville Campaign had made Stirling Island available and the most prominent feature of Stirling Island from satellite photos, even today, is the landing strip built there by the Seabees.



Flight Crew commanded by George Barlow, Jr.

Stirling Island was the base of operations for the first several months of their deployment.

The principle of continuous engagement had been adopted in confronting the Rabaul Stronghold in Papua New Guinea. The idea being that giving time for recovery made air assaults less useful and limited the progress made. With this in mind, VMB-413 was given the job of "night heckling" the enemy at Rabaul. This is why the squadron adopted the nickname "Flying Nightmares".

As you can imagine, the difficulties of night navigation, in early 1944, and the weather became the main enemy. "If a plane got through the weather, they would spend an hour or two over Rabaul or Kavieng. If they survived that they had to come back through the weather to come home." from VMB-413 "Squadron History":

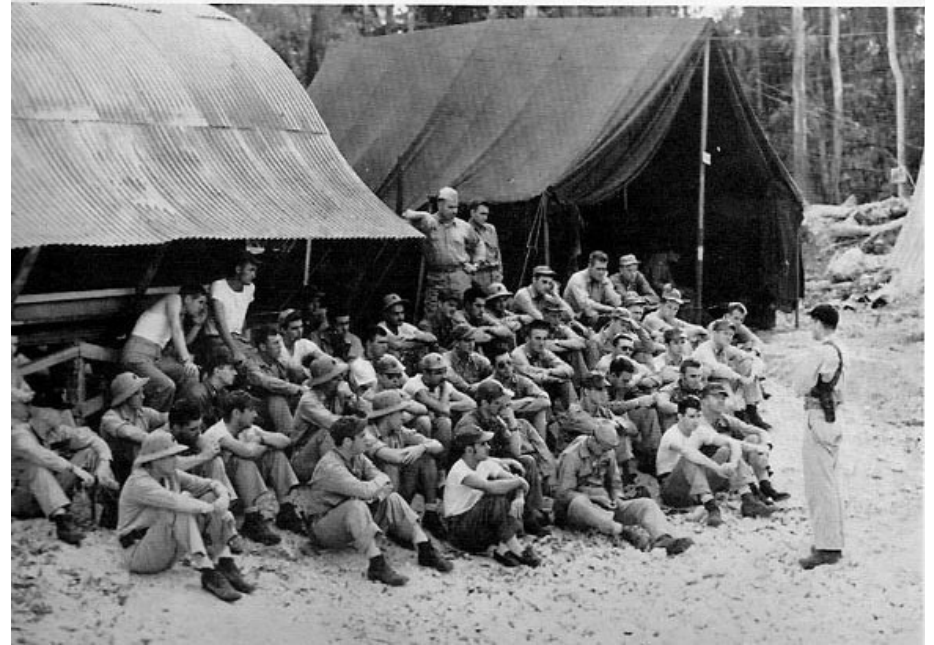
"Searchlights, tracers, an occasional night fighter, engine trouble, radio trouble, radar trouble -- these things were accepted as part of the deadly game that had to be played every night. But until the very end no one ever accepted the weather as sporting. It was the greatest enemy of night heckling, unstrung more nerves and caused more perspiration than any other factor of the missions."

While it was a serious business, not all the photos at the time were about serious things. I did find my Dad in one photo from the VMB-413 web site which I blew up so you could pick him out.



PBJ with radar in the wing tip

After five months of suppressing air power at Rabaul, and hunting shipping and submarines VMB-413 got a short leave in Sydney, Australia leaving Stirling Island behind. After that VMB-413 moved to Munda Field on New Georgia and stayed active until end of the Pacific War.



Camping Trip

This article also drew from "[PBJ MITCHELL UNITS OF THE PACIFIC WAR](#)" by Jerry Scutts



Ray Shipway is selling this beautiful Starduster Too

Fly Mart

For Sale: (11-16) 1974 Starduster too O-360 180 hp - Hartsell Constant Speed Prop - Icom 250 - Intercom - Transponder - 642 TT In Annual - Same owner for the last 16 yrs
Contact Ray or Sher 707-584-9683 or 415-999-0949

For Sale: (10-16) 2009 Van's RV-9A TTSN 590 hours. Engine is a Titan O-320 with dual Light Speed Engineering Plasma II+ ignitions systems, and Sterba prop. Instruments include-- Dynon D 100 EFIS, Dynon D120 EMS, Dynon 2 axis auto pilot with AP74 panel, Garmin 196 GPS, Garmin GTR 225 comm radio, Narco AT50A transponder, Byonics APRS tracking system. Asking price is \$70K.
Bob Ferguson 707-539-5665

For Sale: (10-15) Stainless Steel firewall material.
26 gauge 4ft X 7ft. \$90 for all or \$50 for half.
Jim Duvander 707-953-0129 jim@duvander.com

For Sale: (8-15) disassembled continental A65 - needs crank and camshaft. New engine gauges, ammeter, airspeed indicator, new aluminum prop extension and new brake actuator.
Paid \$400 - Byron Barnes 707-980-4818
barnesbyron75@gmail.com

For Sale: (7-15) Seat Parachute - needs a fresh repack but otherwise in very good condition. Will sell it cheap to a member if interested \$350. Steve Pizzo, 707-829-7038

For Sale: (7-15) RV-6A Tricycle, Less than 80 TT, 180 HP - \$79,900. See Flickr link below. Ogden Utah. Call Angelo at 801-391-3873 <https://www.flickr.com/photos/angelosrv6a>

For Sale: (7-15) Two Bendix magnetos for 4-cylinder Lycoming (O or IO 320); converted Falco to dual electronic ignition. 1 left, 1 right rotation; both with impulse couplings. Harness, impulse coupling adapters, long mounting studs included. Time in service: 344 hours. Also available: 4 new Tempest massive electrode spark plugs, 4 well-used Champion fine-wire spark plugs, 1 brand-new TSO'd magneto noise filter. \$250 each, \$450 for both. Peter Lert, peter.s.lert@gmail.com, 707-508-7500.

For Sale: (7-15) Garmin D2 pilot watch with GPS, worldwide airport database. Bought for Atlantic ferry flight that was canceled; worn 1 day to prove it works great, so basically new. Original box and all accessories included. New \$450, will sell for \$375. Peter Lert, peter.s.lert@gmail.com, 707-508-7500.

For Sale: (11-14) Aero Tug E-200 with New Batteries - \$800 - contact Bill at (707) 938-1465

For Sale (11-14) Engine Stand for Lycoming and Continental engines - \$250 - contact Bill at (707) 938-1465

For Sale: (8-13) RV8 - 1/3 Share. Superior IO 360/9.5 pistons, Hartzell Blended Airfoil C/S Prop, IFR Equipped all Glass Panel, Auto Pilot, Smoke System, Approx. 300 hours total time, Contact: Carl von Doymi, cvondoymi@gmail.com, (415) 845-6448

For Sale: (3-13) AirTech Fuel Cap Tool. This high tech tool helps pilots open many types of aircraft fuel caps, doors and latches. Contact Ryan Beck, ryan.beck1@yahoo.com for information.



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News/Notes From the Editor...

A note from Ray Shipway about Lakeport Seaplane Ramp:

The City of Lakeport is currently undergoing a process to develop a Lakeport Lakefront Plan which addresses the shoreline and properties from Willow Point Resort on the south end to Clearlake Avenue on the north (immediately adjacent to the Skylark Shores Resort).

Please send your letters of support for construction of a permanent open space park with permanent seaplane ramp for what we currently call Natural High where many of you who participate in our annual Splash In have parked. This may be sent via email to me by return mail or to the address below.

I have heard from Walt Windus and many others that lakes across the US are being made off limits to seaplanes. We don't anticipate that happening with Clear Lake! What many of us in Lake County would like to see is a permanent access ramp with tie downs for Seaplanes. Natural High is the place it needs to be and your voices can help us send that message. Not every community can host such unique visitors and we need to take advantage of our resources. It is a win-win, good for all pilots and good for our communities.

Interesting Aviation Links

(thanks to Paul Trexel)

What it was like- [Click Here](#)

EAA Chapter 124 Board Meeting Minutes October 5, 2016

- Present - Andy Werback, John Whitehouse, Ron Cassero, David Heal, Steve Waite, Marlon Young
- Absent - Jim Boyer, Ben Barker, Ray Shipway, Sher Shipway, Larry Rengstorf
- Bob Gutteridge presented the current status of the nominations for next months elections. We have candidates for all positions, although that means shifting the VP to the Pres slot, and having a new VP. Have 6 candidates for Board, which is a recent record amount of interest. (see details in the general meeting).
- Financial report - Stable.
- Wings Over Wine Country - Went well, participation a bit thin, crowd interest a bit thin, but did have 2 YE signups. The Volunteer dinner went well, kudos to the members who helped. Andy Werback donated \$62 for a new bbq grate, and is requesting reimbursement for \$120 (much better than anticipated - overall cost was only \$1120 to serve 270 volunteers and participants at WOWC).

Respectfully submitted,

Andy

EAA Chapter 124 General Meeting Minutes October 5, 2016

Officers Present - Andy Werback, John Whitehouse, Ron Cassero, David Heal, Steve Waite, Marlon Young

Officers Absent - Jim Boyer, Ben Barker, Ray Shipway, Sher Shipway, Larry Rengstorf

Andy thanked the cooks – Sam for an excellent dinner, Geri for dessert, Mike for BBQ, Gay, Dan and Tim for helping and cleanup. Much appreciated. This was a \$10 dinner, as are the next 2 months.

Welcome Visitors and New Members – Eric Gromala brought his brother Ivan – building a CH750. And Oscar Schultz from Petaluma and David Albin from Healdsburg.

C J and John Palmerlee gave an update on Larry Rengstorf's accident – he is recovering well, but his back is going to be sore for some weeks. He thanks everybody for their concern and support. He provided a few pictures of his Hyundai – seat belt and air bags work!

Andy noted Beth Stanton's event at Hiller Museum, Sunday 23 Oct, Ihab Awad, winner of the EAA Loss of control innovation prize. Looking for any interest from members wishing to attend. Should be a good event.

John Whitehouse - Treasurer's Report - All good, no big expenses this month, \$35 for dues for next year. Couple of outstanding back rent tenant situations, otherwise going well.

Board and General Meeting Minutes – Thanks Ben for doing the minutes. David Heal motion to approve, Mike Tovani second, all in favor.

Thank you Stuart Deal for another great newsletter and for updating the chapter brochure/flyer. Newsletter contributions appreciated!

Flyouts – Bob Gutteridge notes that this Sunday in Ukiah is Wings and Weiners; Pancake bkfst at Nut Tree, 22nd. Marysville EAA Golden West Oct 15 – looks like we will have to wait for next year to field a team.

CAFÉ – Yolanda – Next year's symposium May 18/19, w/ Maker Faire. Trip Report - GAMA - Electric Propulsion Committee (generically certify all powered aircraft, not just fossil fuel), Part 23 rewrite. 30 pages down from 180! Transformative Vertical Flight - workshop. Roadmaps coming out. On-demand mobility, autonomy, drones, etc. John Palmerlee – Progress on the Green Flight Challenge aircraft – Pipelstrel now running on hydrogen fuel cells. Range to 900 sm. eGenius – 620 sm with hybrid power plant (gas and electric). 30th anniversary of the Rutan/Yeager Voyager flight.

Sustainable Aviation – No report.

Nominating Committee – Presented by Bob G, several members

electing to move up, and we have 6 candidates for the board (will need 4 since it is likely that one board member will become VP). Any members who would like to be on the ballot please contact the Nominating Committee – Bob Gutteridge, Tim Peterson, and Kevin Quirk. Really nice to have a significant interest in the board positions.

Young Eagles – THIS WEEKEND starting at 0900 at the Chapter 124 hangar. 37 signed up so far, 8-9 pilots. Alan and Josh coordinating. Most shared and looked at Facebook post for SJC. 8am-2pm for crew. WE NEED VOLUNTEERS!

Break for the program...

Andy Werback presented pictures of the activity at Wings Over Wine Country, and thanked the Chapter volunteers, especially Mike Tovani who brought his whole family. Event went well, crowd was a bit thin, especially on Sunday when it was 97 deg F. Had some activity at the EAA tent, including some YE signups. Thank You Steve Waite and Wayne Cook for coordinating this, and thanks to everybody who spent all or part of a day crewing the event.

C J Stephens presented a this year's Reno Air Races – Sport Class doing well, but really not much competition in the Unlimited Class. Also, sponsorship was way down compared to past years.

C J followed up with pictures and commentary of his RB-57 flying and B-66 attempted ejection. Pretty amazing stuff! His engine failure in Argonaut was another case of amazing piloting skills – not sure we are all prepared to go out and practice for that, though.

C J also discussed the Master Pilot Award presented by Jon Prater and Laurie Parenteau of the Oakland FSCO. Congratulations C J! This award recognizes 50+ years of continuous flying activity with outstanding professionalism. Thanks to everybody who provided recommendations for this award – Brien Seeley, Larry Rengstorf, Lynn Hunt.

Respectfully submitted,

Andy

Chapter 124 Contact Information

President: Jim Boyer (15/16) (707) 571-8001
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Marlon Young (16/17) (707) 479-9994
David Heal (16/17) (707) 953-5021
Steve Waite (16/17) (707) 837-9354
Sher Shipway (15/16) (415) 584-9682
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David Heal home: (707) 838-0261
cell: (707) 953-5021

Young Eagles: Josh Hochberg (415) 999-0949
Librarian: Walt Ferris (415) 482-8331

EAA Chapter 124 5550 Windsor Road Windsor, CA 95492

Chapter meetings are held on the first Wednesday of each month at 7:00 pm. FOOD (\$7) AND SOCIALIZING (free) from 6:15 to 7:00 pm. EVERYONE IS WELCOME!

Directions: The site is located on the west side of Sonoma County Airport. Take the Shiloh Road exit from Highway 101 in northern Santa Rosa. Turn left at the stop light (west) and continue to a "T" intersection. Turn left again and follow the road to the EAA sign on the left.

Members are invited to submit articles of interest. You will be notified whether or not an article will appear in the current issue.

Please email articles to: eaal24newsletter@sonic.net
or mail to: Stuart Deal
430 Secretariat Ct
Santa Rosa, CA 95401

Deadline for newsletter submissions is the 20th of each month. Articles submitted after that date will be included in the newsletter at the discretion of the editor. All articles are copyrighted. To reproduce any article, please contact the editor.

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