



Flight Line

Air Force Association Chapter 105



2021-2

Tucson, Arizona

April 2021

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From the Prez -

Welcome to April 2021. By the time you read this, I will have had my 2nd COVID-19 immunization and I am looking forward to a return to a more “normal” life.

I would like to welcome Mr. Bryan Foulk as our new Executive VP, replacing long-serving Mark Koechle. Bryan is a well-established member of the Tucson community having graduated from the University of Arizona and having recently retired from his successful dental practice. You can find his brief bio elsewhere in this newsletter. I want to thank Bryan for stepping forward and Mark for his outstanding service as both the chapter president and vice president. Mark will continue to be involved with the chapter as his busy schedule permits.

Although we continue to live in “interesting times” and have seen the release of several vaccines that will hopefully help stem the tide of COVID-19 infections and speed the continued reopening of activities for the citizens of our great country, we are faced with the continued need for “social distancing” and self-protection until we gain widespread immunity.

Unfortunately, we had to cancel our January meeting due to scheduling problems but we are looking forward to our April 23rd meeting with a briefing and tour of the 309th Aircraft Maintenance and Regeneration Group. This will be a limited attendance event due to continued “social distancing” requirements. Hopefully, we make it this time since this is the 3rd time this event has been on the calendar in the past year.

While the Heritage Flight Training & Certification Course took place March 5-7 at DMAFB it was a VERY limited attendance event and we weren’t given access to the flightline Friday March 5th like we have had in the past to get “up close and personal” with participating aircraft. Hopefully, we will be able to participate more fully in 2022.

The 2021 Airshow, originally scheduled for April 24-25, has been rescheduled for November 6-7. The 2021 airshow, “Thunder and Lightning Over Arizona” will feature The Thunderbirds, the USAF’s aerial demonstration team, along with many other aerial demonstrations and ground displays. While there are no other details available yet, I am hoping we will again have the chance to have

a chapter booth to tell the AFA story and encourage people to become members of AFA on the spot.

The 2021 Annual Arizona AFA Gathering (the 2020 event was cancelled due to COVID-19), which was planned for May 14-15, has been rescheduled to May 13-14, 2022. The event will still be hosted by the Luke Chapter 151 and will be held at “The Wigwam” Resort in Litchfield, AZ. The Wigwam, which opened in 1929, will be the site of a dinner Friday night and State and Southwest Region meetings on Saturday. The featured speaker for Friday will be the Dean of the Michell Institute, Lt Gen David Deptula, USAF (Ret). This should be a great event so please consider putting it on your calendar.

One aspect of COVID-19 has been the use of distance learning for many courses and AFA has adapted to that for the CyberGenerations course. The CyberGenerations course is aimed at seniors and is intended to emphasize the need for cyber security both online and on your phone. I would suggest that everyone take a look at the course at: <https://www.uscyberpatriot.org/Pages/Special%20Initiatives/Virtual-Workshop.aspx>. If you haven’t already experienced an email, web-based, or phone scam, you’re lucky but I can almost guarantee that your time is coming. Take some time and be prepared.

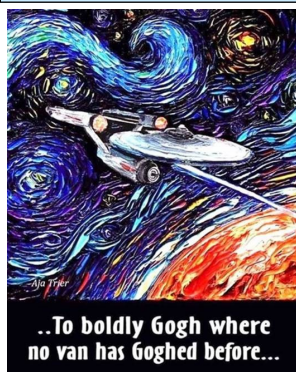
While your chapter continues to be in good financial health, we are not sure when we can get back to larger fund-raising events like a golf tournament. We plan to use various methods to raise funds to support chapter activities and fund the support we provide to our local airmen and their families; so please consider donating. If you are on Facebook, you can set up a fundraising event that directly supports YOUR chapter. If you use Amazon Prime, considering making YOUR chapter the recipient of a donation every time you purchase something using Amazon Smile.

CyberPatriot, held the national cyber defense competition in a virtual mode for the second year in a row. The competition took place March 19-21. The winners were recognized during a virtual awards ceremony on Sunday March 21. For more information on the competition see the separate article elsewhere in this newsletter.

We are always looking for members who want to be involved and everyone is invited to our Executive Committee meetings, which have resumed as in-person meetings in the 355th Fighter Group Conference Room. The meetings are usually on the first Monday of the month unless it falls on a federal holiday. (See calendar elsewhere for specific dates).

And remember, we are all: *Airmen for Life*

Wally Saeger, President



Please Welcome the Chapter's Vice President, Bryan Foulk

Bryan Foulk grew up in Tucson, but has resided in Toledo, and St Louis. He is married with two grown children. One AF family, both currently at Tinker AFB, and one wine making family in Napa.



His main job was dentistry and just retired in 2021. Bryan also has commercial and residential real-estate businesses still on going. He also owns and runs a small high end custom crush winery in Napa, and he says the wine is fabulous.

Bryan is currently on the Metropolitan Water District Board and has been serving 12 years, and just re-elected in November for another 4 years. He has been honored to have been president of various 501(c)3 boards in Tucson over his career. He helped start YOTO (Youth On Their Own) and has been serving that organization for 35 years.

Bryan was turned down by the AF to fly due to non perfect vision when that was a restriction. He went on to fly on his own and continued down a different path. His children all know how to fly and it was his love of planes that had a DM50 board member approach him to join that group. His brothers, sister and cousins were all AF, so he had some working knowledge. He took on the legislative part of DM50, frequently meeting with, City, State, County and Federal officials to advocate for the AF and AF families. This took him to DC and the Pentagon often. Bryan was the chairman when AZ set up total license reciprocity for all licensing helping military spouses get a job, even before that PCS to Tucson. In addition, there is a DM50 spouse employment program where any spouse can speak to a real person from our group with help getting employment. Bryan also served as president of DM50.

Bryan has been the honorary wing commander at DM. Privileged to be named wingman of the year at DM AFB, only one civilian chosen every two years. He is currently honorary commander of AMARG and the 12th AF. One of 13 civic leaders for Air Force Sustainment Center under Lt Gen Kirkland, to think tank depot and maintenance issues.

He has been an AFA member since 2016 and can be found in the gym, on a bike, in a plane, golfing or skiing.



Presentation of AFA-Sponsored CAP Cadet of the Year Award

On January 20, I had the honor of presenting the AFA-Sponsored CAP Outstanding Squadron Cadet of the Year Award to C/1st Lt Kenneth Joseph Burkart of the Yuma Composite Squadron 508. Due to COVID-19 restrictions, the meeting and the presentation was conducted online via Zoom. C/1st Lt Burkart was nominated by his unit Commander 1st Lt Albert Ustaszewski, for his performance as the cadet commander of Yuma 508 cadets over the past year. Cadet Burkart displayed the epitome of outstanding leadership and was an outstanding representative of his unit at the wing level as a member of the Cadet Advisory Council.



His proficiency in conducting Zoom meetings allowed the squadron's Cadet Activities to be conducted without interruption despite the unprecedented COVID-19 restrictions. Cadet Burkart was able to mentor less experienced cadets as they learned how to prepare and deliver oral presentations. In addition, he was always able and willing to help senior cadets during character development sessions. Cadet Burkart was an outstanding role model for other cadets through his actions and his words.

Cadet Burkart enthusiastically took on the task of presenting at a virtual Aerospace Workshop that was delivered at the Southwest Region level which encompasses Arizona, New Mexico, Texas, Oklahoma, Arkansas, and Louisiana.

While the opportunities for Community Outreach were limited for cadets by COVID-19, C/1st Lt Burkart was instrumental in helping conduct the Squadron 508 food drive which provided 346 pounds of food and \$900 in cash contributions to the Yuma Community Food Bank.

It is clear why C/1st Lt Burkart was selected to be the AFA's CAP Outstanding Squadron Cadet of the Year Award winner for Yuma Composite Squadron 508.

Chapter President Wally Saeger

- As jets take over as fire-bombing aircraft, the piston-powered Douglas DC-7 plane, aka "Tanker 60," is going into retirement.
- This Eastern Air Lines plane was built in 1958 and spent its early years flying up and down the East Coast and to the Caribbean.
- In the 1970s, the plane was gutted and refit to be a air tanker and fire bomber, used to drop fire retardant from above, and has since spent over 40 years fighting fires.

On October 14, Tanker 60 took to the skies for its last, 180-mile flight from Medford to Madras, Oregon.

AFA Mission and Vision

AFA Mission

Our mission is to promote dominant U.S. Air and Space Forces as the foundation of a strong National Defense; to honor and support our Airmen, Guardians, and their Families; and to remember and respect our enduring Heritage.

To accomplish this, we:

- **EDUCATE** the public on the critical need for unrivaled aerospace power and promote aerospace and STEM education for a technically superior and professional workforce to ensure national security;
- **ADVOCATE** and promote aerospace power to favorably shape policy and resourcing decisions to guarantee the strongest aerospace forces in the world;
- SUPPORT** Airmen, Guardians, and the families of the Total Air Force and Space Force, including Active Duty, National Guard, Reserve, civilians, families, and members of the Civil Air Patrol.

AFA Vision

The Air Force Association will be the premier professional military and aerospace education association in the nation, dedicated to United States dominance in air, space, and cyberspace, a strong national defense, and support for the people who serve the United States Air Force and United States Space Force.

Our History

When the United States entered World War I, it was the eighth-ranked nation in airpower. As other forces prioritized the impact of airpower, the U.S. Air Service drastically cut 6,000 of its 10,000 pilots in just nine days back in 1919. This did not sit well with Army General Billy Mitchell. He fought long and hard for the importance of airpower and the need for a strong national defense.

Today, we know Mitchell as the father of the United States Air Force. After his passing in 1936, General Henry H. "Hap" Arnold, the commander of World War II Army Forces, succeeded Mitchell as the leading voice for airpower. Nearly a decade later, General Arnold's advocacy for an independent civilian organization was incorporated as the Air Force Association. Our first national president was noted aviation pioneer and Medal of Honor recipient, General Jimmy Doolittle, who spent AFA's inaugural year establishing chapters across the country. While we have evolved over the decades to uphold the military's standards, national security and the preservation of world peace has remained our core focus for members.

You can read more about AFA's history at: <https://www.afa.org/about-us/afa-history>

The Mitchell Institute for Aerospace Studies

Mission

The Mitchell Institute for Aerospace Studies of the AFA is an independent, nonpartisan policy research institute established to provide creative, insightful policy options that better empower our nation's leaders by:

- Informing** the national security debate,
- Educating** about aerospace power's unique role in securing America's global interests, and
- Cultivating** air-minded talent.

Quite often this involves questioning established doctrine, organizational constructs, and operational concepts, asking whether there is a better way to meet desired goals. The Mitchell Institute provides independent, sound analysis outlining the right solutions in the aerospace domain to protect our nation.

You can learn more about The Mitchell Institute at: <https://www.mitchellaerospacepower.org/>

The home page lists recent podcasts and publications which are both informative and great sources to help us understand where the future of the Air Force lies and how it can get there. The Mitchell Institute also sponsors Aerospace Nation events, Space Breakfast Series, Nuclear Deterrence Breakfast Series, and the Mitchell Hour with various experts from the military, government, and industry. And they are all free.

"A Little Bit of History"

North American F-108 Rapier



The **North American XF-108 Rapier** was a proposed long-range, high-speed interceptor aircraft designed by North American Aviation intended to defend the United States from supersonic Soviet strategic bombers. The aircraft would have cruised at speeds around Mach 3 (2,000 mph) with an unrefueled combat radius over 1,000 nautical miles, and was equipped with radar and missiles offering engagement ranges up to 100 miles against bomber-sized targets.

To limit development costs, the program shared engine development with the North American XB-70 Valkyrie strategic bomber program, and used a number of elements of earlier interceptor projects. The program had progressed only as far as the construction of a single wooden mockup when it was cancelled in 1959, due to a shortage of funds and the Soviets' adoption of ballistic missiles as their primary means of nuclear attack. Had it flown, the F-108 would have been the heaviest fighter of its era.



Prior to the project's cancellation, U.S. President Dwight D. Eisenhower noted that raising the F-108 interceptor force would have cost the U.S. taxpayer \$4 billion (equivalent to \$35 billion today).

The initial F-108 configuration featured a very large "cranked" delta wing. There were fixed ventral stabilizers on the wings, mounted at mid-span, and a tall all-moving vertical tailfin, supplemented by two ventral stabilizers that extended when the landing gear retracted. Although some earlier versions of the design had separate tailplanes or forward canards, both were abandoned in the final design. The aircraft was powered by two General Electric J93 turbojet engines, also used in North American's XB-70 Valkyrie bomber, in the fuselage.

The F-108 was intended to carry the Hughes AN/ASG-18 radar, the U.S.'s first pulse-Doppler radar set. It was to have look-down/shoot-down capability, but could track only one target at a time. The radar was used to guide the Hughes GAR-9 (later redesignated AIM-47) air-to-air missile, three of which would be carried on a rotary launcher in an internal weapons bay. The GAR-9 was a very large, long-range weapon with its own radar set for terminal homing. It was intended to fly at Mach 6, with a range of almost 112 miles (180 km).

***This is for ALL who served in
Iraq, Afghanistan
or other areas of Southwest Asia***

Concerned about airborne hazard exposures?

For Veterans who served in Iraq, Afghanistan, or other areas of Southwest Asia, exposure to airborne hazards like burn pits might be a serious concern. Even if you don't think you were exposed to a specific hazard, you can take steps to proactively monitor your own health and help other Veterans.

Understanding the science of airborne hazard exposures

We all interact with thousands of substances in our daily lives. Some substances are only harmful if they get into our bodies in large quantities. Others are toxic even in the smallest amounts. Determining whether potentially harmful substances have a negative impact on our health requires understanding the amount, frequency, and intensity of the exposure.

How an exposure occurred – whether it was ingested, inhaled or touched your skin – can also be a factor. Because people rarely stay in one place, do just one job or engage in the same activities throughout their lives, it can be hard to determine with certainty that exposure to any one substance or source directly causes a given health condition.

This is also true of exposure to airborne hazards. Many health conditions related to these hazards are temporary and should disappear after the exposure ends. Other longer-term issues may be caused by a combination of hazardous exposures, injuries or illnesses, including:

- The smoke and fumes from burn pits.
- Fuel, aircraft exhaust, and other mechanical fumes.
- Sand, dust, and particulate matter.
- General air pollution common in certain countries.
- Smoke from oil well fires.
- Blast or noise injuries.

Join the registry today

VA established the Airborne Hazards and Open Burn Pit Registry in 2014 to put data to work for Veterans and help us better understand the potential health effects of these exposures. By joining the registry, you can provide information that supports ongoing research and helps VA provide better care to all Veterans.

It can also help you identify health concerns, discuss them with your provider and get follow-up care. You can even submit a copy of your registry questionnaire to support your VA claim if you choose.

We also encourage all Veterans concerned about toxic exposures during their military service to talk to their health care provider, [apply for VA health care](#), and [file a claim](#) for compensation and benefits.

Once enrolled, your VA care team will work with you to understand your health concerns and connect you with the care and services you need to get – and stay – healthy.

Sign up. Get care. Help others. Learn more at www.publichealth.VA.gov/airbornehazards.

***CyberPatriot Crowns National Champions in
Virtual National Finals***

The CyberPatriot XIII National Finals Competition was held virtually on March 19-21, 2021. This is the second year that the finals transitioned to a virtual format due to the COVID-19 pandemic.

The CyberPatriot National Youth Cyber Defense Competition, presented by the Northrop Grumman Foundation, puts teams of high school and middle school students in the position of newly hired IT professionals tasked with managing the network of a small company. Through a series of online competition rounds, teams are given a set of virtual operating systems and are tasked with finding and fixing cybersecurity vulnerabilities while maintaining critical services.

The season started with 4,801 teams registered to compete and the field was narrowed to just 28 teams that advanced to the National Finals Competition. In the virtual National Finals, teams participated in the TCP/IP (the Career Portal/Industry Perspectives) career exploration event and competed in the Northrop Grumman Foundation Network Security Master Challenge, the Cisco NetAcad Challenge, and the AT&T competition component. Winners were announced during the Awards Ceremony hosted on Sunday, March 21st. The top overall teams in the Open and All Service Divisions received scholarships from Northrop Grumman; and the top Open and All Service Division teams in the Cisco NetAcad Challenge received scholarships from Cisco.

Team CyberAegis Cobalt from Del Norte High School in San Diego, CA won the national championship in the Open Division, Team Runtime Terror from Troy High School in Fullerton, CA won the national championship in the All Service Division, and Team CyberAegis Technetium from Oak Valley Middle School in San Diego, CA won the national championship in the Middle School Division.

Northrop Grumman awarded a total of \$52,500 to the Open and All Service winners of CyberPatriot XIII, bringing its total scholarship contribution to more than \$550,000 since becoming presenting sponsor in 2011. Scholarships are awarded to each member of the first place, runner-up, and third place teams in the two divisions.

Cisco also awarded a total of \$53,000 to the Open and All Service Cisco NetAcad Challenge winners of CyberPatriot XIII. This is the second year that Cisco has awarded scholarships to the Cisco NetAcad Challenge bringing the total scholarships awarded to over \$100,000.

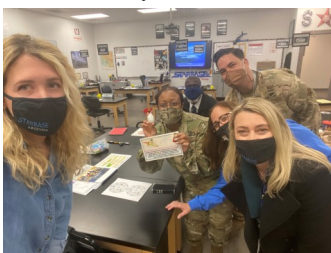
CyberPatriot is presented by the Northrop Grumman Foundation. Other program sponsors include Cyber Diamond sponsors AT&T and the AT&T Foundation, Cisco, Microsoft, and the U.S. Department of Homeland Security; Cyber Gold sponsors Air Force Reserve, BNY Mellon, Facebook, Symantec, and the USAA Foundation; and Cyber Silver sponsors Air Force STEM, American Military University, Boeing, Embry-Riddle Aeronautical University, Gannon University, Leidos, Mastercard, University of Maryland Global Campus, and VMware.

For more information on the results go to: <https://www.uscyberpatriot.org/Pages/Announcements/CP-XIII-Virtual-National-Finals.aspx>



STARBASE Arizona continues to deliver S.T.E.M. (Science, Technology, Engineering & Mathematics) instruction utilizing the STARBASE on Wheels approach. Since January we have supported an additional 11 fifth grade classes in the Vail, Amphi and Sunnyside School Districts. Schools have granted us permission to come onto their campus and work with their 5th graders. It takes impeccable organization and lesson planning to take STARBASE Arizona on the road. We are grateful to remain active and share our amazing Davis Monthan Community with the students. Using pre-recorded videos, we are able to showcase several squadrons so students can see how S.T.E.M. relates to their work day. The team looks forward to supporting several more schools before the school year closes.

We recently had the honor of hosting a visit with the 355th



Mission Support Commander, Colonel Borders, along with a few members of his staff. The team provided him with the history and mission of the program as well as a video showing STARBASE in action. Towards the end of our meeting, we engaged him

in one of our missions that involved creating and testing a restraint system that would help Lt. Eggbert (uncooked egg) land safely as his glider crash lands on Mt. Kilauea in Hawaii. It was a successful mission! The dialogue was rich and his support for our program was evident.



There have been many twists and turns during this challenging time, but the reward of seeing the students engage in our curriculum with such excitement is priceless!

If you are interested in volunteering, please contact STARBASE Arizona director Kristine Impellizzeri at (520)228-0912 or via email at impellizzerik@vailschooldistrict.org

A-29 Super Tucano

The Embraer A-29 Super Tucano is painted in the color scheme of P-51 Mustangs and P-47 Thunderbolts flown by the U.S. Army Air Forces during the 1944 campaigns in China, Burma, and India, according to a Sierra Nevada release. The airplane is painted dark green, with five "Air Commando" stripes, which are also used in the emblem of AFSOC's 371st Special

Operations Combat Training Squadron

Welcome to our Newest Community Partner

Chapter President Wally Saeger had the opportunity on Friday, March 26, to welcome our newest Community Partner, Andres Romo, owner/operator of the Chick-fil-A franchise at 1188 W. Irvington Road, Tucson AZ. This Chick-fil-A is located on Irvington Road just west of I-19 and has been open for about 2 years.



Chapter President, Wally Saeger, presents the Community Partner plaque to our newest Community Partner, Andres Romo

The Irvington Road Chick-fil-A location is easy to get in and out and is open for drive-through service; or you can place your order at (520) 741-2280, for pickup or delivery options. Although indoor seating is not currently available, they do have an outdoor seating area for your convenience. Andres and his friendly staff are looking forward to the day when they can again accommodate patrons indoors; and hopefully sooner than later.

Thank you, Dave Carrell, for recruiting another Community Partner and thank you, Andres Romo for joining the AFA Family.

F-36 Kingsnake

The U. S. Air Force has expressed interest in a new, non-stealthy fighter jet to replace the F-16.

Several aviation experts have banded together and invented a new jet out of thin air

The result, the F-36 Kingsnake, would use the F-22's engines, place less of an emphasis on stealth, and use digital engineering.



Early American Aviation History

Source: Denham S. Scott, North American Aviation Retiree's Bulletin

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California Church? That's where Glenn L Martin with his amazing mother, Minta Martin, and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard. Interestingly, the barber shop is still operating.

The Lockheed Company built the first of their famous 'Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegal's up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey', that he would be able to lease the town's airfield for \$50 a month—BUT he also needed to agree to fly North and East—BUT not South!

Northrop's original location was an obscure So California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana. He was a showman and he traveled the country fair and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire.

His mother, Minta, and two men ran the factory while Glenn risked his neck and gadded about the country. One of his workers was 22 year old Donald Douglas (who was the entire engineering department). A Santa Monica youngster named Larry Bell (later founded Bell Aircraft which today is Bell Helicopter Textron) ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park and a seaplane operation on the edge of Watts where his instructors taught a rich young man named Bill Boeing to fly.

Later, Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At this same time, Bill Boeing hired away Glenn's personal mechanic. Later, after Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts.

Still chafing from having his best mechanic 'swiped,' (a trick he later often used himself), Martin decided to take his sweet time and allowed Bill Boeing to 'stew' for awhile. Bill Boeing wasn't known to be a patient man, so he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes and eventually the Boeing Company we know today.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes...that, interestingly, had its own remarkable resemblance to Glenn Curtiss' airplanes.

A few years later, when the Great depression intervened and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats and furniture for his wealthy friends.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co in Dayton and the Martin Company in L.A. and 'stuck them' together as the Wright-Martin Company.

Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out...taking Larry Bell and other key employees with him.

From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued, when the future aviation legend Donald Douglas, was persuaded by Glenn to join his team. The Martin MB-1 quickly emerged from the team's efforts and became the Martin Bomber.

Although too late to enter WWI, the Martin Bomber showed its superiority when Billy Mitchell used it to sink several captured German battleships and cruisers to prove it's worth. He was later court martialed for his effort.

In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiable well known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A. and rented a barbershop's rear room and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster.

A couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's 'ride' to fame in the flying fuel tank christened: The Spirit of St. Louis.

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory.

With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother, Gordon Scott, had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon.

My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was

the youngest engineer. Windows were dirty. And Douglas Aircraft Company had no money to pay janitors.

Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. And all of them worked together on the Douglas Aircraft's world cruiser designs.

While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allen Loughhead (Lockheed) found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan and together, they leased a Hollywood workshop where they constructed the Lockheed Vega. It turned out to be sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records.

I had the distinct pleasure of spending time with Ed Heinemann who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental aircraft they were both working on. They would take it for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop in again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would incorporate the changes on the aircraft's assembly line. No money swapped hands!

In May 1927, my brother, Gordon, left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega. The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2 and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as it's 26th employee, shortly after the disaster, and I worked on the Vega. It was made almost entirely of wood and I quickly became a half-assed carpenter.

At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation (later Eastern Airlines) and Sperry Gyroscope and hired Dutch Kindleberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans...as it initiated the So California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions.

Although this technological explosion had started humble beginnings, taking root as acorns in—barber shop's back room—vacant church—and an abandoned cannery—but came to fruit as a mighty oaks.

New DMAFB Gate Entry Procedure

Due to recent events of unauthorized entries to DoD facilities, non-DoD ID carrying personnel cannot be granted entry to DoD facilities even if they are riding with an individual who has a DoD-issued ID. Yes, you are reading that correct, even though you may have a DoD-issued ID such as an AD or Retired ID, you cannot vouch/escort someone in your vehicle onto a DoD installation. You must get them a Visitor Pass before they are allowed to enter the installation while riding with you. I learned about this while trying to have an individual (my neighbor) who had a valid drivers' license (and had at least a DoD security clearance of Secret based upon his employment at Raytheon), through the Crowcroft Gate. I had to go to the Visitor's Center and get him a Visitor's Pass for the day.

Please be aware of this new requirement and allow extra time, especially during the week, to comply.

Chapter President Wally Saeger

More from Heritage Flight



2021 Heritage Flight Training & Certification Course

Yes, there was a 2021 Heritage Flight Training & Certification Course and it was held at DMAFB March 5-7. But unlike the past, we were not able to attend on Friday, March 5 due to ongoing COVID-19 restrictions. The sessions held on Saturday and Sunday were by invitation only, like they have been in the past, but were limited to only 50 people per session, which was vastly different than in past years.



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Not only were the number of people attending less than in the past, but so was the number of Historic aircraft participating less than in the past. Since there will likely be less full-scale air shows due to continuing COVID-19 restrictions, there

will be less chances for the historic aircraft to perform. With the expense of maintaining and flying these historic aircraft, many of the owners appeared to decide to limit their participation.



While the current USAF aircraft that participated were two A-10s from DMAFB, two F-16s from Shaw AFB, two F-22s from Langley AFB, and two F-35s from Hill AFB; the historic aircraft were represented by one P-51, one A-1 Skyraider, and one F-86. This contrasts with several P-51s and a P-38 or two from WWII, several F-86s, and a scattering of other historic aircraft.



I was able to attend the Sunday morning session and there were only two historic formations that flew consisting of the A-1, P-51, A-10, and F-35; and the F-86, F-16, and F-22.



The ACC Commander, General Mark Kelly (former 12th Air Force commander) was in attendance to provide the final certification.



Let's hope that next year, HFTCC can return to its normal size and we will be able to participate in the Friday "Pet the aircraft" where we can get on the flightline before flying starts.

Chapter President Wally Seager

Community Partner Program

For more than 40 years, businesses have been joining the Air Force Association to support both AFA National and local AFA chapters. Becoming a Community Partner is a great way to get your business involved with your local Air Force Community. Community Partners are partnership businesses that want to assist both AFA National and the local AFA chapters by becoming involved in Community efforts to support the United States Air Force.

By forming a partnership with your local AFA chapter, your business will help AFA fulfill their mission to promote a dominant United States Air Force and a strong national defense. Any business or organization can become a CP and have two options for membership:

Category One (CP I) \$90.00 annually- Business can designate one person to receive AFA Membership and enjoy all benefits thereof.

Category Two (CP II) \$180.00 annually- Business can designate two people to receive AFA Membership and enjoy all benefits thereof.

Not only does a Community Partner receive all the benefits of an AFA membership, such as a variety of product and service discounts, insurance programs, and much more, but the partner will also receive the following upon joining AFA:

— Date Medallion

Wooden Plaque

8"x5" "Our Business Supports Our Troops" Window Decal

If your business is interested in becoming a Community Partner, you should first contact your local chapter.

For questions or for more information on the program, please contact: **Dave Carrell, carrelldav@aol.com, (520) 305-4407**

Have your business become a part of a great cause and show your patrons that you support our Air Force!

Tucson Chapter's Community Partners

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Elliott M. Klahr
P. O. Box 4423
Rio Rico, AZ 85648
520-281-1369 (P)
520-980-0515 ©

Chick-fil-A
Dave Carrell
6675 E. Grant Rd.
Tucson, AZ 85715
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Chick-fil-A
Jim Paine
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Tucson, AZ 85705
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Chick-fil-A
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Chick-fil-A
Andres Romo
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Tucson, AZ 85714
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Ciruli Brothers
5 Calle Cristina
Rio Rico, AZ 85648
520-281-1456

Vantage West Credit Union
Cindy Brainer
P. O. Box 15115
Tucson, AZ 85708
800-888-7882
Vantagewest.org

Jackson Oil Company
Robert Ferretti
623-217-8005

Tucson Appliance Company
Chris Edwards
4229 E. Speedway Blvd
Tucson, AZ 85712
520-881-1207
tacappliance.com

Upcoming Events

As we continue to adjust to the “New Norm”, we look to schedule future “field trips” to different organization on base. If you have something specific you want to see please let us know! There are MANY events supporting our local Airmen listed below and more to come! As a Chapter, we try to attend all that we can. If you are interested in representing our AFA Chapter at any of these, please inform Wally Saeger (wsaeger@afatucson105.org) and he will coordinate it. You just have to show up and enjoy these traditional military ceremonies and gatherings. First come, first served!!

April 2021

- 5th: Chapter Executive Committee Meeting, 1200, 355th Fighter Group Conference Room (all welcome!)
- 23rd: Chapter Meeting, 1100, Trip by bus to 309th Aircraft Maintenance and Regeneration Group

May 2021

- 3rd: Chapter Executive Committee Meeting, 1200, 355th Fighter Group Conference Room (all welcome!)
- 28th: No Chapter Meeting

June 2021

- 7th: Chapter Executive Committee Meeting, 1200, 355th Fighter Group Conference Room (all welcome!)
- 25th: Chapter Meeting TBD

SAVE THESE DATES:

- July 5th: Chapter Executive Committee Meeting, 1200, 355th Fighter Group Conference Room (all welcome!)
- July 23rd: No chapter meeting
- Aug 2nd: Chapter Executive Committee Meeting, 1200, 355th Fighter Group Conference Room (all welcome!)
- Aug 27th: Chapter Meeting TBD
- Sep 13th: Chapter Executive Committee Meeting, 1200, 355th Fighter Group Conference Room (all welcome!)
- Sep 18-19th: 2021 National Convention, National Harbor MD
- Sep 20-22nd: 2021 Air, Space & Cyber Conference, National Harbor MD
- Sep 24th: Chapter Meeting TBD
- Nov 6-7th: DMAFB Air Show w/USAF Thunderbirds, “Thunder and Lightning Over Arizona”
- May 13-14th, 2022: AFA AZ Annual Gathering, Phoenix AZ Hosted by Luke Chapter 151

**Air Force Association
Tucson Chapter 105
P. O. Box 15057
Tucson, AZ 85708**

Air Force Association Means Americans for Air Power

JOIN AFA

AFA's Mission

Our Mission is to promote a dominant USAF and a strong national defense and to honor airmen and our AF heritage. To accomplish this we:

Educate the public on the critical need for unmatched aerospace power and a technically superior workforce to ensure US national security,

Advocate for aerospace power and STEM education, and

Support the total Air Force Family and promote aerospace education.