

PASO ROBLES PILOT



Monthly Newsletter of EAA Chapter 465- www.EAA465.org

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Next Meeting on May 3 @7pm
Thomson Hall at the EWM

Editor's Message

The weather is changing daily but the flying season is here. Oops, as I write this its fixing to rain again. Well, we need it. But it is time to dust off the wings and head out. I'll be out of town during our next meeting, May 3 at 7:00pm, but our vice president Darrell Radford will hold the meeting with the always supportive Pete Johnson.

We'll have a couple of guest speakers and the flight advisories by Rod Dykhouse and safety talk by Mac Gleim. See you soon at the Oceano fly-in May 13 and 14th.

Tail winds & clear skies,
Ralph Richards

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Chapter 465 Minutes – Feb 2, 2012

Meeting Called to Order by President Ralph Richards at 7:20 PM.

Attendance: 11 Members attending

Approval of Minutes – Motion to accept by Ron Rose, seconded by Darrell Radford, and approve by members.

Treasurers Report – None (Balance \$1,673.00)

Old Business – Happy Birthday Pete Johnston. The program for tonight is the second half of “Magneto Maintenance”. The Sherriff’s Squadron had presented a program for flying around Edwards AFB. The report was an excellent presentation. We should look for it next year. Possible “Fly Outs” are Porterville and Delano.

New Business – Oceano Airport is having a silent auction May 11th. Friday night there will be burgers and a jazz band. There will be an Ultra-Lite fly into California Valley. Darrell has tools for sale.

Flight Advisor’s Report – The FAA has given NOAA authority to impose flight restrictions around the Channel Islands, Monterey Bay, and Farallon Islands. The fines can total 6 figures. Air space restrictions are becoming onerous. Pilots need to become politically proactive in protecting the GA air space.

Technical Advisor’s Report - None

Safety Report – Members discussed “Never Again” experiences.

Break at 8:15

Program – 2nd Half of Video on Magnetos. Audio-Visual System would not cooperate. Meeting adjourned.

Next Meeting: May 3, 2012

Dale Ramey

Fly-In Events for this coming month

May 19: Warbirds, Wings & Wheels
<http://www.ewarbirds.org/www4.html>

May 26-27: Hollister, CA (KCVH) Airshow,
<http://www.hollisterairshow.com/>

June 8-10: Golden West Airshow (KMYV)
<http://www.goldenwestflyin.org>



by Phil Corman

PRAA Update: [Click Here](#) for Details
[Click Here](#) to join the PRAA mailing list.

The PRAA had a very positive meeting with the City Staff and City Council member. The meeting was called by City Manager, Jim App. He opened the meeting recognizing the PRAA and asking what we would like to do regarding the airport. We were somewhat surprised as we have had a roller coaster ride with the city in our first 2 years of existence.

We indicated that our 173 members who are stake holders, would like to have a strong say in the airport. We asked to take the lead role in the development of the Airport Business Plan, which has been on the agenda with the Airport Advisory Committee for 2 years +/- . We also expressed a

strong desire to work with the city to explore all alternatives to utilizing the old Oasis Gashouse, which the city has asked for quotes for demolition.

The PRAA is amidst its first membership drive. Please encourage your family and friends to join the PRAA by sending an email to philcorman@hotmail.com or [CLICK HERE](#) to join.

A TALE OF TWO WW II GUNNERS

by R.B. 'Doc' Hecker

A Few Points of Introduction

Both of the following men participated in the original combat mission of the 381st (H) Bomb Group. The 381st's inaugural combat mission was on June 22, 1943 to bomb the General Motors factory located at Ant-werp, Belgium. No 381st aircraft were lost during this sortie.

SSGT Kenneth Stone was a native of Kenosha, WI who was an original gunner with the 532nd Squadron, 381st (H) Bomb Group, a USAAF B-17 heavy bomber unit assigned to Ridgewell, England in Essex Shire. SSGT Stone completed his tour of 25 combat missions on December 24, 1943 and he returned to the United States. His main gunnery position during combat was in the Sperry ball turret. It is unknown if SSGT Stone was credited with any aerial victories. Pri-or to his death, Ken Stone was a highly revered High School teach-er in Gardena, CA.

CPT Melvin R. Hecker was a native of Chicago, IL who was an original first pilot with the 535th Squadron, 381st (H) Bomb Group. After the 381st BG was severely mauled by the Luftwaffe on the Schweinfurt "ball bearing" raid of August 17, 1943, the group's operational policy of keeping assigned crews together on specific aircraft was beginning to be no longer tenable. After his original crew was lost on October 8th while he was on pilot rest stand-down, he was transferred to the 532nd Squadron as a "lead" pilot. He completed his first 25 mission combat tour on March 4, 1944 after leading the 381st to Berlin (Erkner) on March 8, 1944. He later served with a B-24 Squadron as an

Operations Officer with Major James Stewart, probably in order to be near his older brother Bob, a Senior USAAF Flight Surgeon. Upon return to the United States in late 1944, he was promoted to Major and then assigned as the Chief Pilot and Aid-de-Camp to the Commanding General, Western Training Command, Fort Worth, TX. He mustered out of active service in 1946. Prior to his untimely death, Mel Hecker was an electrical en-gineer and business man in Chicago, IL.

The loss rate for the original crews of both the 532nd and the 535th Squadrons was greater than 80%. Both men were quite fortunate to have survived their combat tours without injury.

SSGT Ken Stone's late widow, Florice Stone, previously provided me with mid-tour excerpts from his diary that included mentions of my father. I have never seen the original material. I have added comments in italics to clarify or explain some entries.

All B-17 flying officers (pilots, bombardiers and navigators) were rated as aerial gunners. The B-17 models carried at a minimum, 10 Browning 0.50 caliber AN/M2 aerial heavy machine guns (fixed or flexible) with a cyclic rate of 750-850 rounds per minute. Aerial M2s had lighter bar-rels that were air cooled by the aircraft slip stream. The standard combat load was 600 rounds per gun. The fixed guns (turret and chin mounts) were capable of being fired by electrically operated solenoid switches. The flexible guns were fired by spade triggers. All M2 vari-ants could be belt fed from either side of the re-ceiver. Flying officers were credited with many enemy aircraft destroyed or damaged.

The War Diary Excerpts of SSG Kenneth Stone

October 18, 1943

Woke up at 12 noon. Ate dinner. Went to parachute and got a new type back pack chute that can be worn in the ball turret. Went to Sqd operations. Went out to the plane with LT Hecker, who is our pilot now. We took off at 2:00 PM and flew to practice target. (LT) Hester dropped the practice bombs and we flew around for an-other hour. We landed at 4:30 PM. I got into the turret while we were flying and the chute fits well. I went to chute dept and traded my Ander-son chest

chute for this "back" chute. Went to mess hall and ate supper. Went to barracks and met (SSGT) Mello who just got back from pass to London. I shaved and then wrote a letter to Lorraine. Mello and I went to the Aero Club and had a "snack". Listened to music for awhile and finally went back to the barracks. I got to bed around 12 AM.

October 19, 1943

Woke up at 12 noon. Ate dinner. Went to briefing and got my parachute. Went out to the plane and we took off for a practice formation flight. I read a book while flying. We landed around 4:30 PM. I went to PX and got my rations. Ate supper. Went to base theater and saw "Big Street" with Henry Fonda and Lucille Ball. Went to Aero Club and stayed there all evening. Went to barracks and got to bed about 12 midnight.

October 20, 1943

Woke up at 7:30 AM. Ate breakfast. Went to briefing room but there was no ground school. Went on a practice bombing mission with LT Hecker and LT Hester. I was radio operator and got five Q.D.M's (rarely used obsolete military term meaning magnetic bearing to station). We landed at 12:15 PM. Ate dinner. Went to ground school and had a class in aircraft identification. Spent the rest of the afternoon in Sqd operations. Ate supper. Went to operations but all flying was canceled. Went to airman's lounge and spent the evening there talking and playing ping pong. Went to barracks and got to bed about 11:30 PM.

October 21, 1943

Woke up at 2:30 AM. Ate Breakfast. Went to briefing room and got my flying equipment. Went out to B.T.O II "570" (B-17F "Big Time Operator II", 532nd BS, VE-D, USAAF 42-29570) and put my guns in the turret. Got all set to go. CPT Lord and COL Nazarro came out and we took off at 5:30 AM. Flew for an hour when the mission was scrubbed. We landed at 6:30 AM. I went to locker room and put my clothes away. Went out to the plane again – took out my guns and oiled them.

October 23, 1943

Ate supper. Went to operations and (SSGT) Fry and I flew with LT Hecker in "888" (B-17F "The Joker", 532nd BS VE-?, USAAF 42-29888). We flew for an hour and then landed.

October 24, 1943

Woke up at 1:00 PM. Ate dinner. Went to lock-er room and went out to "760". The whole crew flew with CPT Lord and LT Hecker. I sat in the nose and practiced using the chin turret. We flew for an hour and a half. We landed at 3:00 PM.

October 29, 1943

Went to ground school and had a lecture on the Hewitt lighting system (military application of fluorescent lighting in aircraft) and one on the flying equipment. Went to airman's lounge and read. Ate dinner. Went to barracks. Got some more coal and made a fire in the stove. Played poker and won two pounds and 10 (2 £ and 10 shil-lings = 2.5 £). Went to locker room and put my equipment in the new lockers. Mello and I got an old locker and brought it to the barracks.

October 30, 1943

Woke up at 7:00 AM. Ate breakfast. Went to locker room and got my flying equipment and went out to the plane "999" of the 533rd SQD. I put the guns in the turret and got ready. We took off at 9:00 AM. LT Hecker as Pilot, CPT Lord as Co-Pilot and F/O Darrow as tail-gunner (Flight Officer Darrow, an original 381st BG Co-Pilot, acted as the Formation Observation Of

ficer on this mission where Hecker and Lord were assigned the lead ship for the 381st Bomb Group which lead the 1st Combat Bomb Wing. All flying officers were also rated as aerial gunners*). We went up to altitude. I got in the turret. We were going to bomb a target in the Ruhr Valley. The mission was scrubbed be-cause of weather conditions.

October 31, 1943

Went to Station Theater and heard TSGT Myers tell of his adventures in returning to England. Myers flew with LT Zum and his crew in our (original) ship "789" (B-17F "Big Time Operator", 532nd BS, VE-O, USAAF 42-29789) when they were shot down in France.

November 2, 1943

Went to Harwell (radio message encoding) Trainer from 10:30 to 11:30. Then dinner. Went to gas chamber and had my gas mask tested. Went to PX and got my rations. Later in the bar-racks

was surprised to see (SSGT) Genz there (waist gunner shot down on Mission #20 to Schweinfurt, Germany on August 17, 1943 as a member of LT Painter's crew. He evaded capture with LT Nelson and both returned to England on October 22, 1943). We talked with him for a while. I am anxious to see LT Nelson again.

November 3, 1943 (Mission #41 - Wilhelmshaven)

Woke up at 5:30 AM. Ate breakfast. Went to locker room and got out my equipment. Went out to plane "570" and put my guns in the turret. Got all set to go. We took off at 9:00 AM and rendezvous with the other groups. (CPT Lord and LT Hecker lead the formation). We headed over the North Sea to our target in Germany – Wilhelmshaven. We saw two "Forts" collide in the "Wing" ahead of us. We dropped our bombs ahead of us by use of "Gee" (very early version of LORAN navigation) equipment. We headed back for England. Enemy fighters attacked a straggler in the Wing behind us and it went down in flames. We were protected by P-38 and P-47 escort all the way and didn't lose a ship. We landed at 3:00 PM. While I was cleaning my right gun I hand charged it and it fired a round. It hit alongside Darrow's leg and ricocheted off the cement and Darrow was hit by a piece of cement. It really was a scare for me but luck was with me and the result wasn't serious. I met CPT Nelson today and was very glad to see him again.

November 4, 1943

Woke up at 12:30 PM. Went to operations and was scheduled to fly. I got my equipment and went out to "570". LT Hecker came out and we took off at 3:00 PM. We flew high altitude with two new crews for an hour. Then our crew landed at Hethel (HQ, 2nd Combat Bombardment Wing, 2nd Division [B-24]). LT Hecker saw his brother – LT Col "Bob" Hecker (2nd CBW Surgeon). We took off at 5:30 PM and landed at our base at 5:45 PM.

Final Comment on the Diary Excerpts

It is amazing to me that Ken Stone documented in bald, prosaic terms what most ex-servicemen experienced – dull, uninteresting times occasionally interspaced with extraordinary under-stated, highly stressful moments. Ken Stone later went on to more fully document his experiences, most notably in his book "Triumphant We Fly, 1943-1945", a

compilation of the 381st (H) Bomb Group edited by him that was published by Turner Publishing Company, Paducah, KY 1994.

Footnote

*CPT M. R. (Mel) Hecker of Chicago, IL is supposedly only 1 of 5 8th Air Force B-17 bomber pilots credited with shooting down an enemy aircraft. This feat was performed while serving as the Official Formation Observation Officer on the September 23, 1943 raid over Nantes, France when he was positioned in the tail gunner station of the lead ship heading the 1st Combat Bomb Wing strike with a General Officer on board. During this mission he was credited with downing a FW-190. While wearing high-altitude flying clothing in the tail gunner position, his standard duty uniform and shoes were hanging in a ditty bag behind him. Upon return from the mission, he exited the aircraft wearing his standard uniform and shoes riddled with bullet holes. He was promoted to CPT and awarded the DFC. A February 13, 1944 newspaper article in the Chicago Tribune detailed his experience. A photo of CPT Hecker in his bullet riddled uniform is in the 381st Bomb Group photo archives.



RB "Doc" Hecker (EAA 789419) is a FAA Senior AME (20969) who retired from the US Army Medical Department in 1997 after 26 years of service. He holds a Commercial/Instrument Pilot Certificate for ASEL, AMEL and ASES along with an A&P Mechanic Certificate. He has logged over 2,500 hours and prefers small, intimate airparks. He has re-stored a 1965 Cessna C210E (N4904U), a 1946 Taylorcraft BC12-D (NC43306), a 1946 Aeronca 7AC (NC2241E), refurbished a 1943 Aeronca O-58B / L-3B (NC47185) and a 1947 Taylorcraft BC12-D (N43928). He is currently restoring a 1947 Aeronca 7BCM / L-16 (N119TX). His other projects include building a RV-8 (N51TX) and he is assisting in the restoration of a

1976 Taylorcraft F-19 (N3556T). He has previously owned a Cessna C-172 (N61785), a Grumman AA-5B (N74447) and a Mooney M20C (N10AD). In his free time, Doc practices medicine in San Antonio, TX. He is a member of EAA Chapter 35 of San Antonio, TX, EAA Chapter 92 of Orange, CA, and is an EAA Technical Counselor and Flight Advisor. In addition, he is a Life Member of the Commemorative Air Force and affiliates with the Tex Hill Wing (Hondo, TX), and crews with the Gulf Coast Wing (Houston, TX) as a Flight Engineer and member of the maintenance team where he does sheet metal and fabric repair work on that magnificent 1945 B17-G war bird "Texas"

Safety Corner



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[Click Here](#) to read the FAA Safety Newsletter.

Thought for the Month

"When everything seems to be going against you, remember that the airplane takes off against the wind, not with it." - Henry Ford



EAA Information

EAA Member Benefits

- EAA Insurance - Aircraft, Non-Owner, Renters & Personal
- EAA Aircraft Financing
- EAA Flight Planner
- Discounts on FAA written tests at LaserGrade
- EAA credit card 10% savings from Aircraft Spruce
- You can save 'hundreds – even thousands – of dollars' on your next Jaguar or other Ford car
- You can buy your John Deere Tractor for less money
- EAA has discounts for Hertz and Enterprise car rentals

Interesting EAA Chapter Web Sites

EAA Chapter 1 at Flabob www.eaach1.org
EAA Chapter 7 at Long Beach www.eaa7.org
EAA Chapter 14 at San Diego www.eaa14.org
EAA Chapter 1000 at Muroc www.eaa1000.org
EAA Chapter 170 @SLO www.eaa170.blogspot.com

PRB Websites

Paso Robles Airport Association
<http://www.prb-association.com>
Paso Robles Airport
<http://prcity.com/government/departments/publicworks/airport/index.asp>

Corrections – Please send any newsletter comments, corrections, suggestions, or your new e-mail address to:
Phil Corman <philcorman@hotmail.com>

2 spectacular deals on Arion Aircraft's Lightning LS-1

2011 Lightning LS-1 at the factory, brand new \$10,000 off, this is a close out of the 2011 year model, act now, if price has ever been a factor it won't get any better than this with one exception and that is the below. Act now and we will include a 2 axis with verticle commands auto pilot will be included, this won't last long

2011 Lightning LS-1 Demonstration Plane that is fully loaded with 60 hrs for \$15,000 off the original sales price. I must sell this plane to have room for the 2012 Demo plane that is to be delivered shortly.

The demo plane is located in the Western States, but if you want brand new then the close out of the 2011 year model is a super way to get brand new plane at a price not to be repeated.

For information on the Lightning LS-1 contact me directly or take a look at www.flylightning.net

EAA CHAPTER 465 MEMBERSHIP APPLICATION/RENEWAL

Chapter membership dues are \$20/yr. Please help us to verify your personal info.
 Members with e-mail will receive the chapter newsletter via e-mail for their review.
 Members without e-mail can receive copies of the newsletter by mail or at the meetings.
Return the completed form to the Chapter Treasurer, or any Chapter Officer.

Name: *(Please Print)*

Address *(Number, Street, City, State, Zip)*

Email

Home Phone

Cell Phone

Work Phone

EAA National Membership #

Expiration Date *(MM/YYYY)*

FAA Ratings

Student	<input type="checkbox"/>	Glider	<input type="checkbox"/>	Tailwheel	<input type="checkbox"/>	CFI	<input type="checkbox"/>	A&P	<input type="checkbox"/>
Light Sport	<input type="checkbox"/>	ASEL	<input type="checkbox"/>	Seaplane	<input type="checkbox"/>	CFII	<input type="checkbox"/>	IA	<input type="checkbox"/>
Private	<input type="checkbox"/>	Multi	<input type="checkbox"/>	Instrument	<input type="checkbox"/>			Avionics	<input type="checkbox"/>
Commercial	<input type="checkbox"/>	Rotocraft	<input type="checkbox"/>					Other	<input type="checkbox"/>
ATP	<input type="checkbox"/>								

Aircraft Project Underway

I need help in:

Selection Design Construction Other

Aircraft Now Owned

Newsletter: I prefer to receive my newsletter via e-mail , printed via U.S. mail , or at meeting

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