

Chapter Program

Chapter April 16 meeting

Before introducing guest speaker and local pilot Harry Moyer, President Paul mentioned several pending monthly programs. For example, Mark Wenzel and his Stewart S-51D Mustang building project. Although Mark did present a program to the Chapter about his project a couple of years ago we hope he will bring us up to date. Pending confirmation of a date we may have Elliot Sequin the builder of the Wasabi Special racing airplane come to speak to us. He is into many other innovative aviation projects that will be interesting. Another potential program is having a heads-up about helicopters and the Robinson R-22 in particular.

Paul also referred to several future events members may want to attend such as the Collins Wings of Freedom tour that will be at the Santa Maria airport during May 16-18. Preceding that there is the Oceano Airport Celebration during May 13-14, and following is the April 30 Lansair West Coast Gathering at the Paso Robles airport.

Paul gave additional attention to the San Luis Obispo Airport Day scheduled for October 15. Since the biggest attraction and major draw to the show last time was the Young Eagles event the Chapter will again be offering airplane rides to future pilots.

However, because of the EAA youth Protection Policy and Program initiated by EAA headquarters it is extremely important that all volunteers, pilots and ground crew for Young Eagle events complete the on line training and meet the new compliances for that program. Information relevant to that program is available from the EAA Youth Protection Policy and Program web site.

Here is an introduction to the EAA YOUTH PROTECTION POLICY AND PROGRAM.

EAA's programs have earned an outstanding reputation because of the dedicated efforts and commitment of thousands of staff and volunteers. We aim to maintain that reputation and instill the youth protection guidelines and culture that parents and guardians seek in all programs for their kids.

EAA's Youth Protection Policy and Program sets basic requirements for EAA staff and volunteers who work with children under age 18. It includes online best-practices training and, for certain categories of volunteers, a basic background check. Our reason for these requirements is that kids should be safe, so we must take action to advance the safety of kids in EAA-related programs – whether operated by EAA or by one of our chapters – for the sake of the kids, their parents and guardians, and the volunteers who work with them.

All Young Eagle pilots and all chapter young eagle coordinators and field service representatives are required to complete both the online training and background check. The cost is covered by EAA. Training access instruction is available from the EAA web site. The procedure is simple and the training portion takes from 10-15 minutes. If you are going to be a Young Eagle volunteer don't put it off getting the certification you will need to participate. October will be here sooner than expected.

The Chapter's guest speaker was Harry Moyer. Harry a soft spoken and very modest man took about a dozen of us on a verbal trip about his aviation interests and history about his youth, military experience, and to his current activities. He is an active pilot at age 95 and is in great shape and spirit.

Flying remains his lifelong passion sparked considerably by his father taking him to the Cleveland National Air Races during 1929 and in the 1930's when he was a pre-teenager. Also like most pilots he did build model airplanes.

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Harry has been flying since 1942 when as an aviation cadet he joined the U.S. Army Air Corps. At that time he was studying engineering at Akron University in Ohio. He received his first flight training in Baton Rouge, Louisiana where he learned how to fly the P-40 Warhawk, which is still his favorite military airplane. That was followed with training with the P-51 Mustang in Tallahassee, Florida. To Harry both were great airplanes and he still remains impressed with the engine power those airplanes had and how they built up the muscles in his right leg.

Following flight training he joined the 59th Fighter Squadron's 33rd Fighter Group in North Africa via routing through South America and then on to Casablanca. The fighter groups first basing was Pantelleria, a very small Italian island in the Mediterranean halfway between Tunisia and Sicily. Fighters flying from there provided protective escorts for light bombers such as B-25's and A-20's in their strikes on Sicily.

The squadron was transferred to China to join the 23rd Fighter group of the 14th Air Force in order to fly escort protection for B-29's based there from attack by Japanese aircraft.

From duty in China Moyer was transferred to the U.S. in September 1944 and served in New Mexico as an instructor pilot until the war ended. After his military service Harry started an insurance business in Los Angeles where with Gabrielle they raised their three sons. Harry and Gabrielle moved to the Central Coast roughly 10 years ago.



Harry speaking with Herman Frentzel listening in and Liz Dinanl sharing stories

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The 1964 Mooney that Harry flies was purchased in 1975. Over the years the couple have used it to fly cross-country several times and made many trips throughout the Western States and into Mexico. Presently, Harry tends to stay closer to the area and tries to exercise his Mooney one or two times a week. He intends to continue flying as long as he can and is grateful for his health. He mentioned that it is hard to describe the exhilaration flying provides him and unless you actually experience it, it is hard to describe.

In addition to flying often, Harry also is a strong advocate for the Honor Flight program. That program takes veterans to Washington D.C. for an extended weekend to visit the war memorials and other features in the Washington-Baltimore area as partial recognition for their service. Harry was a Honor Flight participant in 2013. He does all he can to promote that program. We also learned after the meeting that Harry recently attended the 75th anniversary of the 59th Test and Evaluation Squadron that was activated just before the war in January 1941,

Additional tidbits:

Harry has flown the Spitfire, P-63 KingCobra and Me-109, but his first love remains the P-40. So far he is not interested in stepping up to fly twins or Light Sport Airplanes



Harry's 1964 Mooney



Harry's old girlfriend

For Your Interest

Amazing Aviation Events - Endurance - Airplane

The first record for flight endurance was made by the Wright Brothers Wright Flyer in 1903. That feat was all of 12 seconds and later in the same day the record was extended to 59 seconds. In the 1920's endurance records were recorded in hours. In that era a record time of more than 35 hours was set with a Fokker T-2, soon followed with a 653 hour flight with a Curtiss J-1 Robin. In 1949 the record rose to 721 hours and in the 1950's to more than 1,200 hours. Although many endurance records were set they were destined to be only fleeting and fell quickly because of the development of better aircraft, engines and refueling abilities while aloft.

Fifty seven years ago pilots Bob Timm and John Cook flew a modified Cessna 172 over the U.S. desert southwest for 64 days, 22 hours, and 19 minutes. In doing so they established the