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EAA Chapter 170 July 15, 2018 Program

Jim Gregory, local author and retired high school teacher will present a program about World War II aviators from the central coast of California. Mr. Gregory has thoroughly researched this subject and is very knowledgeable about central coast aviation and about those who did and do live here.

Upcoming Events

July 15, 2018

Chapter 170 meeting at >>> **NOON**
 Hanger 49 - West side of San Luis Obispo Airport
Directors/Business meeting at 11:30 am
 EAA 2018 AirVenture Oshkosh July 23 - July 29
 Oceano Movie Night August 25
 2018 Reno Air Races Sept. 12-16
 Central Coast AirFest @ SMX Oct. 6-7

From the Left Seat

Neal Koellish – President
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Greetings

This month we have a special treat in store for you. We are going to visit Bob Devries' hangar to see his meticulously restored Ryan STM-2. Bob spent several years restoring this plane and it's really beautiful. It probably didn't look this good when it was brand new. If memory serves me, this plane was to be used by the Dutch military as a trainer just prior to WWII. During the war, it was hidden from the Japanese to prevent them from using it. Bob eventually found it abandoned at an airport in the Philippines and began the lengthy process of getting back to the states. I'll let Bob fill in all the missing details as he has painstakingly researched its entire history and certainly knows it better than I do. On Saturday the 15th, we'll gather at Paul's hangar and later we'll walk on over to Bob's to see the plane. Hope to see you there. You're going to hate yourself if you miss this one.

Let's show our support of his efforts by giving him a crowd to talk to.

Regards, Neal

Chapter Meeting Program June 17, 2018

The weather for this day was cool with a low overcast and it would have been a gloomy day if we had not had an excellent program. Lack of a corium limited addressing Chapter business, although the Chapter treasury is at \$2,498 and a dues payment from Tom Stanley and Tim Williams will put that over the \$2,500 mark. Un-addressed agenda items will be considered at the next meeting.

The meeting's program was attended by too few members. That may or may not have been influenced by this Sunday being Father's Day. However, the Chapter will continue having monthly meetings on the third Sunday of each month.

In attendance were: Oscar Bayer, Vance Breese, Harvey Brion, tom Del Re, Joe Dezso, Liz Dinan, Forrest Keithley, Paul Kendrick, Neal Koellish, Darrell Radford, vince Rubazky, John Scarry, Tom Stanley, Tres Clements and several guests who did not sign in. Efforts by Web Master John Scarry and the notification in the local paper have attracted several people to the Chapter meetings. The gratitude of attendees is directed to Paul Kendrick for the use of his hanger, to Tom Del Re for his donation of hot dogs plus fixings, and for coffee provided by John Scarry.

Following usual self-introductions, President Koellish introduced program speaker Jim Gregory who is a longtime Arroyo Grande resident. He is the author of four books about Central Coast people and events, and today will speak about Central Coast Aviators in World War II.

Jim attended local schools in the area, and has a history degree from the Univ. of Missouri and teaching credentials from Cal Poly. This background served him well for 30 years of teaching at Mission Prep and Arroyo Grande High School. In 2010-2011 he was the Lucia Mar's Teacher of the Year. Jim is retired, has a wife and two sons.



Jim presentation included a well prepared power point that illustrated his comments. He initially spoke about the early central coast aviation events and personalities beginning with the first airplane flown over San Luis Obispo on July 4, 1910. Next he provided considerable

details regarding pre WW II air cadet pilot flight training activities at Hancock and Cal Poly, which included candidates in the WASP program. He accented how strong was the comradeship of combat bomber crews' while highlighting several instances and individuals as well as injecting interesting tidbits of information.

Throughout his talk he relayed detailed examples of the conditions pilots and crews endured during the war. He also gave interesting features about the aircraft and equipment. Jim gave emphasis to central coast participants in both the European and Pacific war activities. He also spoke about the human cost of the war to all combatants and their families.

It was clear his research was intense and for us he provided some re-call of information and considerable information we did not know. Jim was gracious about staying after his talk to answer questions. If you want more information; his book, "*Central Coast Aviation World War II*" is an excellent read and has much more information.

Jim and his book can be reached at <https://www.arroyograndehistory.com>

The Chapter meeting concluded with thanks to Jim Gregory for a wonderful presentation and with a post-meeting chat and enjoyment of hot dogs. The next Chapter meeting is July 15.

Commemorative Air Force History and Mission

What is now the Commemorative Air Force (CAF) began with a single airplane. That's when in 1957 Lloyd Nolen and four ex-service pilots from the Rio Grande Valley in Texas pooled their money (\$1,500) to buy a P-51 Mustang. With that purchase the group that became the CAF was unofficially founded.

The group soon added two F8F Bearcats, and what started as a hobby became a mission to save an example of every aircraft that flew during World War II, and to preserve history. By 1960, the group began to search for other World War II aircraft although it was apparent that few remained in flying condition. During and by the end of the war, America had produced nearly 300,000 aircraft. Only 15 years later, almost all the warbirds were gone. The warbirds that remained airworthy were mostly in private hands modified for air racing or had been converted for commercial use as air freighters and aerial firefighters.

Decommissioned and stripped of armament and instruments, most of these airplanes were scrapped or abandoned. No one, not even the Air Force or Navy, was attempting to preserve these historic aircraft.

In order to restore and preserve World War II-era combat aircraft, the CAP was chartered on September 6, 1961 as a nonprofit Texas corporation. By the end of that year, there were nine aircraft in the CAF fleet. Their first airshow was held on March 10, 1963.

In 1965, the first museum building was completed at old Rebel Field, Mercedes, TX. The CAF created a new Rebel Field at Harlingen, Texas, when it moved there occupying three large buildings in 1968. The CAF fleet continued to grow and included medium and heavy bombers. In 1983, the American Airpower Heritage Foundation was founded to financially support the CAF.

In 1990, the CAF added two more corporations. The first was the American Airpower Heritage Flying Museum, tasked with obtaining and maintaining the CAF's aircraft titles. The second was the American Airpower Heritage Museum, which acquired and maintained the CAF's non-aircraft pieces and static displays. The CAF moved its operations to Midland, Texas 1991. In Midland, the CAF opened the American Airpower Heritage Museum facilities and the American Combat Airman Hall of Fame.

The organization was originally known as the Confederate Air Force. Following a membership vote in 2001, and made effective on January 1, 2002, the organization was renamed the Commemorative Air Force.

Collecting aircraft for half a century, the CAF now ranks as one of the largest air forces in the world. Presently the CAF has approximately 13,000 members and a fleet of more than 175 aircraft representing about 70 different types including planes from several foreign countries and other military conflicts since World War II.



T-6 Texan converted to resemble a [Mitsubishi A6M Zero](#)
as flown by the Commemorative Air Force's Tora! Tora! Tora! group

Hundreds of members actively serve as pilots and flight and/or maintenance crew members committed to preserving American combat aviation heritage.

In April 2014, the CAF moved their headquarters and all of the planes associated with the headquarters to Dallas Executive Airport in Dallas, TX. The museum and its artifacts (including the nose art collection) also moved to the new headquarters.

CAF members live in every state and 28 foreign countries. In 26 states and four foreign countries, members have joined together and formed units to foster camaraderie (every member has a ranking as colonel). In many cases, members actively support one or more of the classic military aircraft operated by the CAF.

CAF mission goals are based on a quotation by Robert Heinlein; "A generation which ignores history has no past and no future." Its objectives are:

1. To acquire, restore and preserve in flying condition a complete collection of combat aircraft which were flown by all military services of the United States and selected aircraft of other nations for the education and enjoyment of present and future generations of Americans.
2. To provide museum buildings for the permanent protection and display of these aircraft as a tribute to the thousands of men and women who built, serviced and flew them.
3. To perpetuate in the memory and in the hearts of all Americans the spirit in which these great planes were flown in the defense of our nation.
4. To establish an organization having the dedication, enthusiasm and esprit de corps necessary to operate, maintain and preserve these aircraft as symbols of our American military aviation heritage.

AIRSHO is a yearly event at Midland International Airport showcasing the CAF's aircraft. As of 2015, the CAF owns 166 aircraft, of which 80% are in airworthy condition. AIRSHO is the largest warbird air show in the world, with about eighty warbirds flying per show. The entire collection of CAF aircraft is known as the CAF Ghost Squadron. The aircraft range from the Stinson L-5 Sentinel and Ryan PT-22 to the Boeing B-29. The CAF also operate several foreign military aircraft.



B-24 "Diamond Lil"



One example of "Nose Art"

Because CAF aircraft tend to be spread out over large geographic distances, and most Ghost Squadron aircraft rarely fly more than a few hours from their home base, AIRSHO is also an opportunity for CAF members to meet up. Ghost Squadron aircraft usually attend AIRSHO every other year. The CAF has many wings and squadrons. Starting in 2013, a few larger units may be designated as an "airbase." The first is Airbase Arizona, located at Falcon Field in Mesa, AZ.

The CAF is an all-volunteer organization, made up of members from all backgrounds. Membership is open to everyone age 18 or older, and cadet membership is available for those over 12 years of age. Although a 501(c)(3) nonprofit, tax-exempt group, the CAF has received financial incentives from state and local governments related to its Dallas relocation as well as its time in Midland.

Collings Foundation History and Mission

The Collings Foundation is a private non-profit educational foundation (501(c)3), located in [Stow, MA](#) founded in 1979 by Robert and Caroline Collings with a mission dedicated to the preservation and public display of transportation-related history, namely automobile and aviation history.

The Collings Foundation is headquartered at a small private airfield in Stow, MA that includes a small museum open for special events and pre-scheduled tour groups. The organization has a satellite base in Houston, TX located at [Ellington Field](#) that houses [Korean War](#) and [Vietnam War](#) jet aircraft and helicopter collection.

The Collings Foundation operates two touring collections of historic military aircraft: The Wings of Freedom Tour and The Vietnam Memorial Flight. The Wings of Freedom flights also provided a platform for testing a smartphone-based [Automatic dependent surveillance – broadcast](#) (ADS-B), a means of future air safety technology.

The original focus of the Foundation was transportation-related events such as antique car rallies, hill climbs, carriage and sleigh rides, and a winter ice-cutting festival in the Stow, MA area. During the mid 1980's, these activities included aviation-related events such as air shows, barnstorming, historical reunions, and joint museum displays.

Since 1989, a major focus of the Foundation has been the "Wings of Freedom Tour" of WWII aircraft. The tour showcases two restored bomber aircraft: a B-24 Liberator and B-17 Flying Fortress and a dual-control WWII P-51D Mustang.



The "Wings of Freedom Tour" goals are to honor the sacrifices made by our veterans ,and to educate visitors, especially younger Americans, about our national history and heritage. The Foundation encourages people to tour the planes, talk to the veterans who come to visit the aircraft, and participate in a "flight experience." Over the years, the tour has made about 3,000 visits to U.S. airports, and it is estimated that millions have seen these warbirds.

To honor America's Vietnam Veterans, the Foundation developed the "Vietnam Memorial Flight" of a McDonnell F-4D Phantom II, Douglas TA-4J Skyhawk, and the Bell UH-1E Huey. In addition to attending air shows unique "flight experience" programs in the jets and helicopter are offered.

The Foundation also operates historic aircraft that make joint appearances with the Wings of Freedom Tour and Vietnam Memorial Flight, in addition to solo appearances. The Foundation continually seeks projects to expand its collection of fully restored and flying aircraft.

The Stow facilities include an aviation museum and a vintage automobile and racecar collection, which are open by appointment for group tours from May through October. Educational/restoration workshops are sponsored by the Foundati0on. These provide the Foundation with valuable services and expertise, and the volunteers and veterans provide countless hours of labor and enthusiasm.

Invaluable are the volunteers who support the Foundation's efforts by hosting the aircraft in their towns, maintaining and restoring the planes, educating the American public about the heritage the planes represent, and financially supporting the Foundation. The Foundation depends solely upon private funding and receiving donations from individual members, as well as the people who visit the aircraft in each city and town. Tax-deductible donations may be sent to the Collings Foundation

The Rutan Van Viggen – A Forgotten Airplane?

This article I found interesting and thought it was worth sharing. Burt Rutan did not give me approval to use it, but the information is readily available from the EAA museum.

The Rutan VariViggen is a homebuilt airplane designed by Burt Rutan. The aircraft is a tandem two-seater of composite wood and fiberglass construction with a delta wing and a canard foreplane. The VariViggen was powered by a four cylinder 150 hp Lycoming in a pusher configuration. Burt Rutan began the design for the VariViggen while he was a student at Cal Poly. He chose to name it after the Swedish fighter plane, the Saab 37 Viggen that partially inspired his design. Rutan was interested in aircraft that would resist stalls and spins, and the VariViggen was his first full scale design. The construction of the VariViggen in the garage of his Lancaster, California, home required nearly four years, after extensive wind tunnel tests and model experiments dating back to 1963.



Burt performed model experiments by suspending a true, one-fifth scale model on a specially built test rig attached to the luggage rack on top of his station wagon. The rig allowed measurement of air speed, angle of attack, lift, drag, sideslip, side force, roll moment, elevator-aileron-rudder positions, and an extra data channel which permitted measurement of hinge moment or structural load.

In designing the prototype, Burt decided against going for optimum high speed. Instead, he wanted plenty of wing area for safe, docile, low-speed flying qualities. Burt settled for a slab-sided fuselage and flat-bottomed wings for ease of jiggling and building. The main structure was made of plywood and was easy to build using normal techniques. Spruce was used for spars and longerons, and aircraft plywood for the formers, ribs, and skin. The plywood skin was covered with lightweight Ceconite and finished with dope followed by polyurethane.

Rutan designated the prototype as Model 25, and Model 32 became the production version. Model 32 also known as the VariViggen SP utilized a slightly longer fuselage, larger span and winglets in order to increase efficiency.

The prototype had a roomy cockpit for two pilots in tandem which incorporated modern fighter-cockpit layout and afforded excellent visibility from both seats. The fully retractable landing gear was operated electrically as were the trim bungee and the wing reflex.

Burt began testing his VariViggen in April 1972 and spent nine weeks test flying the prototype, improving its engine operation, gathering stability and performance data, and added a new cowling and spinner. When the VariViggen landed at the convention in Oshkosh in 1972 the prototype had already logged 75 hours.

Rutan used the VariViggen as his personal airplane, logging over 150 hours in the prototype. He flew the airplane on a five-day vacation, a trip that totaled about 3,000 miles with stops at 16 airports. After many hours of flying the prototype for personal and demonstration use, he decided to move on to other designs, and began work on an all-aluminum variant, the

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MiniViggen, but later abandoned that project and dedicated his efforts to the VariEze. *You all know how well that turned out.*

The Rutan Aircraft Factory sold over 60 plan sets for the VariViggen to homebuilders. Eventually about 20 of the aircraft were built; the number flying is unknown. The prototype aircraft, N27VV, was donated in 1988 to the EAA AirVenture Museum in 1988 and is a part of the museums diverse collection of Rutan aircraft. A Rutan VariViggen was used in the 1975 film *Death Race 2000*.



Specifications

Make & Model: Rutan VariViggen

General characteristics

Crew: 2

Length: 16 ft 10 in

Wingspan: 19 ft 0 in

Height: 6 ft 2 in

Wing area: 123 ft²

Empty weight: 1020 lb

Max. takeoff weight: 1700 lb

Performance

Max. speed:

Cruise speed: 150 mph

Stall speed: 48 mph

Range: 400 mi

Rate of climb: 1100 ft/min

Powerplant: 150 hp Lycoming O-320 AZA

Benefits of Chapter Membership

EAA Chapter 170 membership is a guarantee that you will meet, interact and experience an exchange of interesting aviation knowledge with people who will share their enjoyment with yours. Membership will broaden your experience and knowledge base from new and many contacts. The sooner you join the sooner you will benefit. Contact Chapter Treasurer Vince Rubatzky for information.

Chapter 170 Current Roster

This is the 2018 Chapter roster to date. It identifies active members and others that have indicated an interest in Chapter activities. If your name is not listed it is because the Chapter Secretary hasn't sufficient information to contact you. Assuming you are interested in participating in this Chapter, this omission is correctable if you will send your name, e-mail address, phone number and mailing address to the Chapter Secretary.

BARONE, BILL
BAYER, OSCAR
BORDON, CHUCK
BOVA, JOHN
BRANIN, BARRY
BREESE, VANCE
BUENROSTRO, JIM
BUFO, DAVE
CABRIALES, CID
CHIVENS, DAVE
COLVIN, KURT
COONEY, SHERYL
DEL RE, TOM
DEZSO, JOSEPH
DINAN, LIZ
DITO, AUSTIN
DOLEZEL, TODD

DUBIN, MICHAEL
DU SAIR, BOB
EICHLER, JOHN
FISHER, KURT
FRENTZEL, HERMAN
HALL, MORGAN
HARRIS, WILL
JONES, RANDY
KEITHLEY, FORREST
KENDRICK, PAUL
KOELLISH, NEAL
KRAGEL, BOB
KRASSENSKY, DYLAN
MARKS, ROBIN
MC CAUL, BEN
MORET, ROM
PETERSON, MIKE

RADFORD, DARRELL
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SALVINI, JOHN
SCARRY, JOHN
SKOGSBERG, ALLEN
SPARKS, GARY
STANLEY, TOM
STRICKLAND, JEARL
VANDERZIEL, GERRIT
VERDIN, ADAM
WARNER, DEAN
WENZEL, MARK
WEIK, KURT
WILLIAMS, TIM
YATES, KYLE

Join us

Contact the Newsletter Editor

Members having suggestions for the newsletter or wishing to submit an article for inclusion in the newsletter should contact the Newsletter Editor. Topics about or distantly related to aviation qualify. Thoughts about how to jazz-up the newsletter are welcome. Avoid shyness – it limits you.

Also – Oshkosh Connection

If you are flying to Oshkosh and have passenger space please let newsletter editor know and he will try to give you names of those who wish to go on a share arrangement.

Those who want to go to Oshkosh via a shared arrangement should provide the newsletter editor with their e-mail address.

The newsletter editor will pass along these interests with hopes for successful couplings.

Fly often, well and safely.