As we near the end of 2016, I would imagine we are all finding ourselves somewhat emotionally and mentally exhausted. We share a common bond of aviation, but an even stronger bond of the oath we took to support and defend our nation and it’s Constitution. This electoral campaign has been an amazing journey, and I look forward to decompressing with friends who share common values.

In looking at our Christmas venue, the Flight leadership was struck with the lack of time we actually spent socializing with our comrades-in-arms and their spouses. We have spent a great part of our social lives in “forced” participation of various social events supported by our spouses because it was part of their “duty” to do so. With the freedom to do as we please, we were having guest speakers and following the format of the mandatory “Dining-In”.

My lovely spouse goes because she knows I would feel embarrassed if she didn’t – or that I would make up some excuse that would put her at death’s door. The emotional payback for her attendance usually lasts about six months. There may be a material payback, but she has always purchased whatever she wants anyway. Go look in the mirror and see if you are not faced with the same emotional conundrum.

Volabamus Volamus

Volabamus Volamus
Northrop A-17

The Northrop A-17, a development of the Northrop Gamma 2F was a two-seat, single-engine, monoplane, attack bomber built in 1935 by the Northrop Corporation for the U.S. Army Air Corps.

Top speed: 206 mph
Range: 650 mi
Wingspan: 48’ 0”
Cruise speed: 170 mph
Weight: 4,874 lbs
Length: 32’
Engine type: Pratt & Whitney R-1535 Twin Wasp Junior

Curtiss SB2C Helldiver

The Curtiss SB2C Helldiver was a carrier-based dive bomber aircraft produced for the United States Navy during World War II. It replaced the Douglas SBD Dauntless in US Navy service. The SB2C was much faster than the SBD it replaced.

Top speed: 294 mph
Range: 1,181 mi
Wingspan: 50’ 0”
Weight: 10,110 lbs
Length: 37’
Engine type: Wright R-2600 Twin Cyclone
First flight: December 18, 1940

Military Ace Highlight – Charles H. MacDonald

Colonel Charles Barbin “Chuck” DeBellevue (born August 15, 1945) is a retired officer in the United States Air Force. In 1972, DeBellevue became one of only five Americans to achieve flying ace status within the Vietnam War and the first Air Force Weapon Systems Officer (WSO) to earn ace status. He was credited with a total of six MiG kills, the most earned by any U.S. aviator during the Vietnam War and is a recipient of the Air Force Cross. In October 1971, DeBellevue was sent to the famed 555th ("Triple Nickel") Tactical Fighter Squadron, of the 432nd Tactical Reconnaissance Wing, at Udorn Royal Thai Air Force Base, Thailand. Flying in a F-4D as the WSO with pilot Capt Steve Ritchie on May 10, 1972, he and Ritchie scored the first of four Mikoyan-Gurevich MiG-21 kills they would achieve together. Both DeBellevue and Ritchie, along with Capt Jeffrey Feinstein of the 13th Tactical Fighter Squadron, 432nd Tactical Reconnaissance Wing, would become the only USAF "aces" during the Vietnam War. (From https://en.wikipedia.org/wiki/Charles_B._DeBellevue)
The Military Wife

When she was a girl, her dreams were bold, as bold as her fine, free gaze,
And every gift of grace and mind was hers in her younger days.
When she was a girl, a golden girl, with a soul as fine as fire,
She could outshine the brightest jewel that a rich man's love might buy her.
Yes, hers could have been the glittering path through a careless, carefree life.
But she fell in love with a soldier, so she became a military wife.

Away from the home of her childhood, she marched at her husband's side.
For she chose a wide and winding road when she became a bride,
And sometimes the road was a hard one, so different from what she had planned,
And sometimes she wept for the home she had left as she lay in a foreign land.
And sometimes her steps would grow weary as she followed the drum and the fife,
But she set about making the world her home because she was a military wife.

She learned to build a hearth for them wherever her man was sent,
And she knelt to plant a garden every time he pitched their tent.
Yes, she always planted a garden though she never saw it grow,
For she knew before the flowers came that she would have to go.
But she left each garden gladly though it cut her like a knife,
For she hoped it might bring some comfort to another military wife.

To the hardships in her married life, she brought one simple truth,
A promise that once was spoken in the ancient words of Ruth:
"Wherever you go, I will go. Wherever you lodge, I will lodge,
Thy people shall be my people and thy God shall be my God."
She shared his joys and sorrows as they made their way through life,
For she was proud to love a soldier and to be a military wife.

She bore the weight of worrying what fate might hold in store;
And the wordless fear of waiting when her soldier went to war,
And the nights that she spent fearing that her waiting was in vain,
And the pain of wanting someone she might never hold again.
But she bore his children gladly through uncertainty and strife,
And they never heard her crying, for she was a military wife.

She raised a military family with the faith her love had taught her,
And she gave the pride she had inside to her son and to her daughter,
And she taught them to love freedom and to know what it was worth,
As they helped her plant her gardens in the corners of the Earth.
And she never wished for better than the road they marched through life,
Because she was as much a soldier as she was a military wife.

Wilbur and Orville Wright were the youngest of four sons of Bishop Milton and Susan Wright. They lived with their parents and younger sister, Katherine, in Dayton, Ohio. Their two older brothers, Reuchlin and Lorin, were married and starting families of their own. Their father was an itinerant clergyman who was often away on church business. Their parent’s valued education and they benefitted from a house full of books with a wide range of subjects.

Although Wilbur was the older by four years, their relationship was often described as being as close as twins. They were both very mechanical – a trait attributed to their mother – and had become intrigued with flight when presented with a small toy helicopter made in France and brought to them by their father. Orville’s first teacher in grade school remembers that when asked what he was up to when tinkering with some bits of wood at his desk, replied that “he was making a machine of a kind that he and his brother would fly some day.”

Wilbur was an excellent student and athlete. In his senior year in high school, there was some consideration that he would attend Yale. The fickle hand of fate intervened, and during an ice hockey game he was struck in the mouth by a stick, knocking out all of his upper teeth. There was a disastrous after effect, with excruciating pain. He was fitted with false teeth but suffered serious digestive complications, heart palpitations and bouts of depression. He remained homebound for three years, caring for his ailing mother and for three years becoming a recluse reading as never before.

In 1889, while still in high school, Orville started his own print shop. It was a success and the shop was expanded to start a newspaper with Wilbur as the editor. That endeavor lasted until the spring of 1893, when the brothers opened a bicycle shop. While business was good, competition was growing and Wilbur became concerned with his future – questioning his knack for business and lack of preparation for the professions. In 1895, their third year of business they expanded their shop and began making their own bicycles.

In the late summer of 1896, Orville was struck by typhoid. He laid in a delirium with a temperature of 105 degrees. It was a month before he could sit up and another two weeks before he could get out of bed. During that time, Wilbur was taken with reading about Otto Lilienthal, a German glider enthusiast who had recently killed in an accident – much of which he read aloud to Orville.

The work of Lilienthal addressed the need for not only acquiring the art of the bird, but also attaining a perfect conception of the problem of flight. His work inspired Wilbur as nothing had in years, and also lit a fire in Orville. They began reading every thing they could about aeronautics. They expanded the bicycle shop in 1897 and narrowly escaped becoming victims of the worst flood in forty years. On Tuesday, May 30, 1899 (Decoration Day), Wilbur wrote one of the most important letters of his life and aviation history. His two-page letter to the Smithsonian requested papers published by the Smithsonian and others in the English language. They began studying in earnest. They understood the need for balance in flight and the effects of lift, pitch, roll and yaw. Balance was found

Volabamus
through utilizing dynamic reactions of the air rather than the shifting of weight. The brothers recognized that it was impossible to fly without knowledge and skill – and they set their course to acquire both.

They knew the importance of wind, and on the advice of Octave Chanute, went to the Outer Banks and Kitty Hawk. Their first trip there was to fly a glider developed at home. They found the conditions raw, but great for wind, and the 50 or so residents very friendly and helpful. Their second trip was also supported by two of Octave Chanute’s men. The results of that trip convinced them that much of the observable data from Lilienthal, Chanute and Langley was wrong and they needed to do their measurements. Once in Dayton the built a wind tunnel six feet long and 16 inches square powered by a gas driven fan and waist high. Inside the box they used old hacksaw blades cut and hammered in to various shapes and thicknesses – some flat, concave, convex, square or oblong and one-thirty-second of an inch thick. For some two months, they tested some thirty-eight-wing surfaces. Trip number three to Kitty Hawk resulted in the verification of their wind tunnel work and the decision to change from two fixed rudders two feet in length to a movable five-foot rudder that the operator would operate. In ten days of practice they had made more glides than in all the preceding weeks and extended their distance to 600 feet. They could soar, float, dive, rise, circle and glide and land. All they needed now was an engine.

The search for a commercially available engine resulted in nothing light enough. The Wright brothers were blessed with a mechanic that had been managing their bicycle shop for several years. He fabricated a four-cylinder aluminum block engine designed to deliver eight horsepower. The engine weighed 152 pounds and delivered 12 horsepower. The propellers were eight and a half feet long and positioned between the wings just aft of the operator. By 18 September 1903 the Wright Flyer was crated and shipped to Kitty Hawk. The winter had been severe, but the conditions were excellent for gliding. The #3 model was resurrected for practice glides and the brothers made seventy-five glides in September. October blew in with 75-knot winds and heavy rain. The Flyer was being assembled and tested. When the engines were first ignited the propeller shafts were damaged, further adding to the delay. Orville took the shafts back to Dayton to reinforce and repair. Orville returned to Kitty Hawk on Friday, 11 December. The conditions were right on 14 December and Wilbur won the coin toss to go first. The engines fired up and the Flyer came cleanly down the skid Wilbur over rotated, the over compensated and hit the sand 100 feet from the end of the skid. Repairs took two days and the morning of the Thursday the 17th was freezing cold – ice covered several nearby ponds – and the wind was blowing at 20 – 27 miles per hour. It was Orville’s turn to fly. The course of the flight was extremely erratic crossing 120 feet in about 12 seconds. The Flyer wasn’t damaged and it was returned to the skid. The wind eased off about 11 o’clock and Wilbur went “off like a bird” for about 175 feet. Orville went again for about 200 feet. Near noon, on the fourth test, Wilbur flew a little more than half a mile through the air and a distance of 852 feet over the ground in 52 seconds. The Wright Brothers had learned how to fly and we got the gift of wings!
PILOT RULES

The PILOT always makes *The Rules.*

*The Rules* are subject to change at any time without prior notification.

No COPILOT can possibly know all *The Rules.*

If the PILOT suspects the COPILOT knows all *The Rules* he must immediately change some or all of *The Rules.*

The PILOT is never wrong.

If the PILOT is wrong, it is due to a misunderstanding which was a direct result of something the COPILOT did or said wrong.

The COPILOT must apologize immediately for causing said misunderstanding.

The PILOT may change his mind at any time.

The COPILOT must never change his mind without the written consent of the PILOT.

The PILOT has every right to be angry or upset at any time.

The COPILOT must remain calm at all times unless the PILOT wants him to be angry and/or upset.

The COPILOT is expected to mind read at all times.

The PILOT is ready when he is ready.

The COPILOT must be ready at all times.

Any attempt to document *The Rules* could result in bodily harm.

The COPILOT who doesn’t abide by *The Rules* is grounded.

The more mechanical becomes the weapons with which we fight, the less mechanical must be the spirit which controls them. — Field Marshal Archibald P. Wavell

2016 Flight Officers and Committee Chairs

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