



THE FLYING TIMES

The Official Newsletter
of the Sonoma Sky Crafters

EAA Chapter 1268

Sonoma Skypark Airport
21870 Eighth Street East
Sonoma, CA 95476

JANUARY 2008



SANTA CLAUS CAME TO TOWN! BEN AND CURTIS ARE GLAD!
He just promised this young man that he would get everything he asked for!

CHAPTER OFFICERS

President: Darrel Jones, 707-996-4494
Vice President: Andy Smith, 530-306-9870
Secretary: Frank Russo, 707-226-6535
Treasurer: Bob Avrit, 707-938-5818

Membership Chair:

Marilyn Poggensee, 707-939-7491
Building Chair: Don Youngs, 707-538-2288
Young Eagles Coordinator:
Rich Cooper, 707-938-5587

FIRST THINGS FIRST

The next meeting will this Tuesday, January 8, in the Skycrafters' clubhouse, Hangar B-5 here at Sonoma Skypark.

Dinner will be prepared by Jeannie Williams and Jeanette Woods. The main course will consist of pork chops, rice, applesauce and salad. Jeannie said to tell the club members to feel free to bring "munchies", or appetizers as they are sometimes called.

Dessert will be a birthday cake for our own Curtis Presten, who will be turning eleven. Our airport kids are growing up!

Our speaker will be Remo Galeazzi who has a short video on vintage modeling and will talk about that and the classic Comet. Frank Schelling will be bringing some memorabilia on the Comet for Show and Tell.

See you all at the meeting!



Curtis checking his Christmas list.

Christmas Party

The combined EAA Chapter 1268 and Sonoma Skypark Christmas party was another great one.

There were lots of hordourvs and refreshments in Ron's hangar before dinner, a heck of a good feed, with turkey and hama nd all the trimmings in the clubhouse, and then more desserts that could be finished back in Ron's hangar.

Santa came and handed out gifts to the kids, and then started making moves on all the good looking women in the room. I think I saw Bob keeping a close eye on him while he danced with Marilyn, so things didn't get too far out of hand. Besides, I saw Mrs. Claus in attendance, so Santa stayed pretty honest the whole evening.

The only other troublemakers were caught in a candid photo shown here, but we couldn't get any hard evidence on them, so they were released to the custody of their spouses.



Be on the lookout for these two. Obviously, they are having too much fun! We just refer to them as the Rafe and Andy Gang.

All in all, a wonderful time. Many thanks to all the wonderful volunteers who pitched in to help, and especially to Kathy Carmichael for organizing the whole thing.

We had lots of opportunity for visiting and telling stories, and everyone left full of much Christmas cheer. I'm already looking forward to next year!

I have asked Bill Ewertz, who writes a column for the Schellville Escadrille newsletter, to send me his copy for inclusion in the Chapter 1268 newsletter. Many of the same people belong to both clubs and fly from both airports, so you will find news on people you know and maybe even some future friends.

Sonoma Skies

By Bill Ewertz

Winter is usually a slow time with the group with little news to pass on. NOT!! First of all, Chris Prevost has mated the P-40 wing to fuselage and is now hooking up controls, wires and plumbing. He expects to install engine by New Year. Controls are hooked up and tail is installed so it really looks great on its gear ***** Tom Morris purchased a Howard DG-15 project that was in Medford. It has new wings, ailerons and flaps and fuselage is already powder coated. Some new repairs on fuselage will require redoing the powder coating. Things like missing tabs that needed to be welded on, etc. Tom also has his 1967 Pontiac GTO convertible almost done and will be bringing it to airport soon. Then Howard fuselage will go into home shop. ***** Steve Palmer (One of the kids in the old days) now has his A&P rating. He is still moving around the country and still flying when he can find a taildragger to rent ***** Hank Gallarate now has a partner in the Monocoupe. His son Ray. Annual was just completed so watch for it to fly soon. ***** Walt Bowe sold his flybaby to the same guy that sold the Rearwin to Gary Root. It now lives in Nevada. Buzz then sold his second Cub (the Williams Cub) to Walt who will finish it up ***** Denis Arbeau and John Clements are now taking over the hangar and repair shop from Abrams. Call if you need anything from annual to complete rebuild. ***** We recently had a visit from a German pilot who owns a Jungmeister and Yak 3. He bought

Rose Gardner's Yak 18 on E-Bay and will be coming in January to disassemble and put into container. Neat guy. Frank not only showed him the Jenny but had Eric give him a ride and let him fly it. Now he has bragging rights in Germany! ***** Rich Cooper sold his RV-8 and also got the Champ flying again. Eric is also on insurance now so can fly it ***** Randy Reyes has his Skypark hangar erected and sided and is now building the door. Hopefully he can get it done before the big rains come. He can do wiring and other stuff later ***** Brian Esler sold his Jungmann and then delivered it to Florida from Washington. He got through before the really bad weather set in ***** Bud Field sold his Fairchild C8A which went to Yolo County. ***** At Yolo, Jimmy Rollinson is enjoying his new Travelair 4000. ***** Larry Haywood has mounted the fuel tank, boot cowling and windshield on the Clipped Cub project and is about to start on stringers ***** Mike Mackes and his partner in the Cessna 310 have decided to start again on the Maraquart Charger project. ***** Shawn finished and flew his glider. This was the old gate guard at Calistoga and now is really looking great. He also has another glider project with Chris and Tom which they will start on soon. ***** Frank Schelling has bought a second TravelAir project that he found in Cottage Grove, Oregon. It has OX-5 while his other one has J-5. He has started making some parts needed for both planes. ***** Paul Seibert sold his Monocoupe to Peter Gauthier, a mechanic at Skypark. Peter has owned a Pitts and Clipped Cub in past. ***** I have wings and tail on Jungmann thru silver and have put project aside while I am working on the Model A Speedster project. ***** If you are looking for a project, I have a Stearman nearly finished, a Fairchild 22 project and George Dray has a Stearman project that are all for sale. George is looking for a Taylorcraft L-2 fastback project.

Just another plug for Sonoma Valley aviation. Sonoma Skypark Airport and Sonoma Valley Airport, or Schellville as it is better known, lie less than two miles apart. Schellville was started in 1947 and Skypark in 1967. The health of one depends on the well being of the other.

When you talk to people about the value of aviation in Sonoma Valley, Sonoma County and in the whole country, include both Schellville and Skypark in your conversation.

Don Youngs sent the following along for the newsletter. Don also got a mention in the Palo Alto Daily News this fall when he flew his Verieze in for their airport day. After building it thirty years ago, Don is still getting his money's worth out of his little rocket ship.

THE ACORN DAYS

Denham S. Scott
Reprinted from NAAR (North American Aviation Retirees Bulletin) - Summer 2001

How many of you know that in 1910 the mighty Martin Marietta Company got its start in an abandoned church in Santa Ana, CA? That's where the late Glenn L. Martin with his mother "Minta" Martin, and a mechanic named Roy Beal, built a fragile contraption with which Glenn taught himself to fly

It has often been told how the Douglas Company started operations in 1920 by renting the rear of a barbershop on Pico Boulevard in Los Angeles. The barbershop is still there. The Lockheed Company built its first Vega in 1927 in what is now the Victory Cleaners and Dryers at 1040 Sycamore Avenue in Hollywood. Claude Ryan who at 24 held a reserve commission as a flier, had his hair cut in San Diego one

day in 1922. The barber told him how the town aviator was in jail for smuggling Chinese across the border. Claude investigated and stayed on in San Diego to rent the old airfield from the city at fifty dollars a month and replace the guy in the pokey. He agreed to fly North instead of South.

In 1928, the Curtiss Aeroplane and Motor Company, Transcontinental Air Transport (now TWA) and the Douglas Company chipped in enough money to start North American Aviation, a holding company. The present company bearing the Northrop name came into being in a small hotel in Hawthorne. The "hotel" was conveniently vacant and available because the police had raided it and found that steady residents were a passel of money-minded gals who entertained transitory male guests.

After Glenn Martin built his airplane in the church, he moved to a vacant apricot cannery in Santa Ana and built two more. In 1912 he moved to 9th and Los Angeles Streets in downtown Los Angeles. Glenn Martin was then running a three-ring-circus. Foremost, he was a showman who traveled the circuit of county fairs and air meets as an exhibitionist aviator; secondly, he was an airplane manufacturer. He met his payroll and bought his lumber, linen and bailing wire from the proceeds of his precision exhibition flying. His mother, "Minta" and two men ran the factory when Glenn was risking his neck and gadding about the country. One of these was 22-year old Donald Douglas who was the whole of his engineering department and the other was a Santa Monica boy named Larry Bell who ran the shop.

The third circus ring was a flying school. It had a land plane operation in Griffith Park and later at Bennett's Farm in Inglewood; and a hydroplane operation at a place that's now part of the Watts District. A stunt flier

named Floyd Smith ran it. One of his first pupils was Eric Springer, who later became an instructor and then Martin's test pilot, still later the test pilot for the early Douglas Company, and then a Division Manager.

Between Eric and Floyd, they taught a rich young man named Bill Boeing to fly. Having mastered the art; Boeing bought a Martin biplane, hired Ross Stem, Glenn's personal mechanic, and shipped the airplane to Seattle. Later, when it crashed into the lake and Boeing set about to repair it, he ordered some spare parts from Martin in Los Angeles.

Martin, remembering the proselytizing incident with Ross Stem, decided to take his sweet time and let Boeing stew. Bill Boeing said, "To Hell with him", and told Ross Stern to get busy and build one of their own. Boeing had a friend named Westerfelt and they decided to form a company and build two airplanes. These two "BW" airplanes bore a remarkable resemblance to the Martin airplane which, in turn, had been copied from Glenn Curtiss. There seems to be a moral about customer relations and product support mixed up in this episode.

During WWI, a bunch of sharpies from Wall Street in New York got control of the Wright Company in Dayton and the Martin Company in Los Angeles. They merged the two companies into the Wright-Martin Company. They sent a young man named Chance Vought to be their Chief Engineer. Donald Douglas lost no time in quitting and went to work for the U.S. Signal Corp.

The Wright-Martin Company started building obsolete "Standard" biplanes and Hispano-Suiza engines, with the latter under a license agreement with the French Government. Martin told them what they could do with them, and took off for Cleveland, taking Larry Bell and Eric Springer with him. Having the backing of a

baseball mogul to build a new factory, he was soon joined by Donald Douglas who went to work and came up with the design of the Martin Bomber. It came out too late to see service in WWI, but showed its superiority when General Billy Mitchell made everyone mad at him by sinking the captured German battlefleet. The deathblow to the allegedly Dreadnaught "Osfriesland" was delivered by the Douglas designed Martin Bomber.

At Cleveland, a young fellow called "Dutch" Kindelberger joined the Martin Company as an engineer. Also a veteran Army pilot from WWI named Carl Squier became Sales Manager. His name was to become one of the most venerable names in Lockheed history. Back in 1920, Donald Douglas had saved \$600.00 and struck out on his own. He returned to Los Angeles, found a backer, David Davis, rented the rear of a barbershop and some space in the loft of a carpenter's shop where they built a passenger airplane called "The Cloudster".

Claude Ryan bought this a couple years later, which made daily flights between San Diego and Los Angeles with it. This gives Ryan the distinction of being the owner and operator of the first Douglas Commercial Transport, and certainly a claim to be among the original airline passenger operators.

In 1922, Donald Douglas was awarded a contract to build three torpedo planes for the U.S. Navy, Douglas lived in Santa Monica, but worked in Los Angeles. Way out in the wilderness at what is now 25th Street and Wilshire Boulevard in Santa Monica, there was an abandoned barn-like movie studio. One day Douglas stopped his roadster and prowled around to investigate. The studio became the first real home of the Douglas Aircraft Company.

With the \$120,000 Navy contract, Donald Douglas needed and could afford one or two

engineers. He hired my brother Gordon Scott newly over from serving an apprenticeship to the Martinside and the Fairey Aviation Companies in England. Gordon was well schooled in the little known science of Aviation by 1923.

My first association with some of the early pioneers occurred when I visited my brother Gordon at the barn at 25th Street. I found him outside on a ladder washing windows. They were dirty and he was the youngest engineer. There were no janitorial services at the Douglas Company in those days.

Gordon introduced me to Art Mankey, his boss and Chief Draftsman, and four of his fellow engineers. There was a towhead guy called Jack Northrop, a chap named Jerry Vultee, and a fellow named Dick Von Hake who was a reserve Army flyer. Jack Northrop came from Santa Barbara where he had worked during WWI for the Lockheed Aircraft Manufacturing Company. The fourth member of the Engineering Group was Ed Heinemann. They were all working on the design of the Douglas World Cruisers. Shortly afterwards, Jack Northrop left the Douglas Company in 1926.

Working at home, he designed a wonderfully advanced streamlined airplane. He tied back with Allan Loughhead who found a rich man, F.E. Keeler, willing to finance a new Lockheed Aircraft Company.

They rented a small shop in Hollywood and built the Northrop designed Lockheed "Vega". It was sensational with its clean lines and high performance.

In May 1927, Lindberg flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Vega was built, William Randolph Hearst, publisher of the Hearst newspaper chain, bought it and entered it in the Dole Race from the Mainland to Honolulu, which was

scheduled for 12 August 1927.

In June 1927, my brother Gordon left the Douglas Company to become Jack Northrop's assistant at Lockheed. He also managed to get himself hired as the navigator on the "Golden Eagle", the name chosen by Mr. Hearst for the Vega which hopefully would be the first airplane to span the Pacific.

The race was a disaster! Ten lives were lost. The "Golden Eagle" and its crew vanished off the face of the earth.

With its only airplane lost under mysterious circumstances, a black cloud hung heavily over the little shop in Hollywood. However, Captain George H. Wilkins, later to become Sir Hubert Wilkins, took the Number Two airplane and made a successful polar flight from Nome, Alaska to Spitzbergen, Norway. After that a string of successful flights were to put the name of Lockheed very much in the forefront of aviation.

At Lockheed, Jack Northrop replaced the lost Gordon Scott with Jerry Vultee.

In 1928, Jack quit the Lockheed Company to start a new company in Glendale called Avion. Jerry Vultee then moved up to become Chief Engineer at Lockheed. He hired Dick van Hake from the Douglas Company to be his assistant. A young man named Cliff Garrett joined the Lockheed Company as the driver of their pick-up truck.

I went to work at Lockheed shortly after the "Golden Eagle" was lost. I became the 26th Lockheed employee. The Vegas were made almost entirely of wood and I became a half-assed carpenter, generally known as a "wood butcher".

In 1929, Jerry Vultee quit the Lockheed Company to start the Airplane Development

Company, which became the Vultee Aircraft Company, a division of E.L. Cord, the automobile manufacturer. He later merged with Reuben Fleet's Consolidated Aircraft Company to become Convair. When Vultee left Lockheed, Dick van Hake became the Chief Engineer.

In the meantime, Glenn Martin closed his Cleveland plant and moved to Baltimore. His production man, Larry Bell, moved to Buffalo to found the Bell Aircraft Company. Carl Squier left Martin to tie in with the Detroit Aircraft Company which had acquired the Lockheed Aircraft Company and seven others. They hoped to become the "General Motors" of the aircraft business! They appointed Carl Squier as General Manager of the Lockheed plant, which moved to Burbank in 1928.

At this time, General Motors had acquired North American Aviation, which consisted of several aircraft companies in the East. Ernie Breech, formerly with Bendix but now with General Motors, hired "Dutch" Kindelberger away from Douglas to head up the aircraft manufacturing units. "Dutch" took Lee Atwood and Stan Smithson with him. The companies involved were Fokker Aircraft, Pitcairn Aviation (later Eastern Airlines), Sperry Gyroscope and Berliner-Joyce. Kindelberger merged Fokker and Berliner-Joyce into a single company and moved the entire operation to Inglewood, California.

Thus, a handful of young men played roles which profoundly affected all of our lives and the lives of millions of other Americans. They changed Southern California from a wasteland with a few orange groves, apricot and avocado orchards and the celluloid industry of Hollywood to a highly sophisticated industrial complex with millions of prosperous inhabitants. This technological explosion had some very humble and human beginnings. The

"Acorns" took root in some strange places: a church, a cannery, a barbershop, but from them mighty Oaks have indeed come to fruition.

From a speech given by Mr. Denham S. Scott to the AIA on March 119, 1968



Santa charming Marilyn on the dance floor.

And finally, a few more interesting web sites. Do you folks actually check these out? There is some wild stuff out there!

<http://home.comcast.net/~bzee1a/>

<http://www.crm-devel.org/resources/paper/darkblue/darkblue.htm>

<http://www.darkroastedblend.com/2007/11/airplane-oops-situations.html>

<http://www.youtube.com/watch?v=bEXxkW Xncuo>

<http://lend-lease.airforce.ru/english/articles/sheppard/p39/index.htm>

Send in your favorite links, stories, pictures, rumors, gossip and Letters to the Editor to wd6bor@vom.com. See you at the meeting!

Sonoma Skycrafters
EAA Chapter 1268
358 Patten Street
Sonoma, CA 95476

**REMEMBER! THE JANUARY MEETING OF SONOMA SKYCRAFTERS EAA
CHAPTER 1268 IS THIS TUESDAY, JANUARY 8, AT 7 PM, AT SONOMA SKYPARK,
SKYCRAFTERS CLUBHOUSE, HANGAR B5!
DINNER STARTS AT 7 PM, SO DON'T BE LATE!**

SKYCRAFTER MEMBERSHIP

EAA CHAPTER 1268 Membership Dues: \$12 per year.

Name: _____ EMAIL: _____

Address: _____ APT: _____

City: _____ State: _____ ZIP: _____

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Bob Avrit
4479 Grove Street
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