



# Flight Lines

The newsletter of the Eighth Air Force Historical Society

Summer 2022

## MISSION STATEMENT

**Our mission is to support the Eighth Air Force Historical Society (8AFHS) in perpetuating the history of The Mighty Eighth Air Force from 1942 to the present; to honor the memory of lost comrades; and to provide social events for 8thAFHS members living in Oregon and southern Washington.**

The organization is open to anyone who has an interest in WWII aviation. It is dedicated to preserving and passing on the knowledge of those who served in air combat and ground support over Europe, the Balkans, North Africa, India, Japan and the Pacific theater, and Russia during the Second World War.

The Oregon Chapter of the 8<sup>th</sup> Air Force Historical Society holds public meetings every winter (February); spring (May); summer (August) and winter (November).

The Oregon Chapter of the 8<sup>th</sup> Air Force Historical Society is a private non-profit 501(c) (3) corporation. Donations to this organization are tax deductible.

State of Oregon corporate registry number  
**1996184**

## BOARD OF DIRECTORS

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**Programs Chairman. ....Don Keller**  
**Evergreen Museum Representative...Bob Dean**  
**Flight Lines Editor.....Dwight Gruber**

*email [dwightg600@gmail.com](mailto:dwrightg600@gmail.com)*

## General Meeting August 13, 2022

Our August Speaker will be Frank Heyl. Frank entered combat in the Pacific, shortly before the end of WW II. He was a B-25 pilot in the 5th Air Force, with approx. 400 hours flight time, in the B-25 Mitchell. He entered the Reserves after the war and flew Medevac missions between Japan and Korea. He flew C-46s and C-119s, with the Chinooks at Portland Air National Guard Base. While there, he flew or worked with many of the members of our 8th A.F.H.S., Oregon Chapter. After serving with the Air Force at the P.A.N.G. Base, he retired, and joined the Army National Guard. During his 40 yearlong military careers, he attended, taught, and developed Survival and Medevac Programs. He taught Medevac and Survival courses during the Vietnam war, and he served as the Air Ground Safety Consultant on the Alyeska Pipeline. This is a **MUST SEE PROGRAM**. Spoiler Alert, he loved to fly co-pilot with Stanley P. Richardson, and has great Stan stories. Don't miss this one folks !!!

*From the Editor*

After many years of service, Jerry Ritter has honorably retired from his position as editor of *Flight Lines*. I have been promoted to edit the newsletter in his stead. I will strive to maintain the high standards Jerry set before me. As always, if you have any comments or stories to contribute, please email them to me at [dwrightg600@gmail.com](mailto:dwrightg600@gmail.com), or send them to:

*Editor, Flight Lines*

2180 S.W. 78<sup>th</sup> Ave.

Portland, OR 97225     --Dwight Gruber, editor

*Treasury/Roster*

The Oregon Chapter currently has a balance of \$2,852.28. As of this writing there are 44 dues-paid members, with 15 members pending, and four Life Members. 11 members are WWII veterans.

*Folded Wings*

It is always a pleasure and a relief to announce that there have been no reports of Folded Wings this summer.

*8thAFHS Oregon Chapter website*

Anyone who has accessed our website recently will have noticed that it contains old and out-of-date information. Since the lamentable passing of stalwart member Tom Philo we have not had editorial control of the site.

The Board of Directors has recognized the value of the site, not just as an archive of the stories of our veteran members, but also as our primary medium for outreach to potential new members.

Accordingly, the Board is taking action to address the situation by securing a new domain name and web hosting service, and transferring the existing web pages to migrate the site to a location where we can make appropriate changes.

A four-phase process has been selected to rectify the website:

*Phase 1*, migration of the current website as-is, and deleting erroneous information.

*Phase 2*, rectification of the current web pages to remove deprecated code and assure that the website functions properly and meets current technical standards; and to update the web page contents.

*Phase 3*, presentation and acceptance of the upgraded and completed website.

*Phase 4*, ongoing website maintenance and operations (“Webmaster”).

As these are technical matters beyond the knowledge base represented in the Board, we have engaged the services of a professional web designer, a friend of the organization, to assist in the implementation of this project.

Expenditure has been approved to implement the first phase. In our meeting of the Board of Directors on 23 July 2022 the motion was made, seconded, and passed to migrate the website and pay for the work that has been done to date for our benefit by Stasiluk Enterprises. The goal is to have this accomplished by the time this newsletter is published.

The second and third phases represent a significant expenditure, and will be brought to the general membership at the August meeting to authorize. The fourth phase will not be addressed until the first three are implemented.



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### *Quilt of Honor*

At our May General Meeting, we selected Richard "Dick" Wood, to be the recipient of a Quilt of Honor. Dick started his career as an aircraft mechanic in the late 1930s. He graduated from the Ryan School of Aeronautics in San Diego and went to work for United Air Lines. When WW II broke out, he was inducted into the U.S. Army Air Corps, being absorbed by the Air Transport Command, from United Air Lines. Dick served his duty in Southern California and returned to United Air Lines after the war. He worked at United for over 30 years and ushered in the era of jet travel. He toured the U.S. with a United DC-8, introducing the public to jet transportation. After retiring, he moved to McMinnville, where he was a docent at the Evergreen Aviation and Space Museum. He currently resides in McMinnville, Oregon.




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### *Briefings*

by Donald L. Keller

The Consolidated PBY Catalina operated by Soaring by the Seas, suffered a nose wheel gear door failure. The pilot was attempting a water landing on a lake in Utah, when a bolt securing the door gave way. He was familiarizing himself with a new lake, before attempting passenger flights on that lake. The PBY did sustain damage, but there were no crew injuries, or any passengers on board. It is always rewarding to see safety as a first priority. The aircraft is now undergoing repairs, with a Gofundme account that you can access by their website; [soaringbythesea.com](http://soaringbythesea.com).

The C.A.F B-17 Sentimental Journey and B-25 Maid in the Shade, will be in Salem, Oregon, to celebrate the 75th anniversary of the B-17 "Lacey Lady" coming to Oregon. "Lacey Lady" was brought to Oregon in 1947 by George Fuller, R.M.

"Bob" Sturges, and Art Lacey. The B-17 Alliance will host the Anniversary Celebration and Fly-in at Salem's McNary Field, with flights and tours available, August 23rd through 28th. You will be able to tour the Museum and check the progress on the Bomber. It is a great chance to ride on a beautiful B-25 Mitchell or B-17 Flying Fortress.

The Oregon International Air Show will be held at the McMinnville Airport again this year. It will feature the U.S.A.F. F-35 Demo Team, with the finale being a performance by the U.S.A.F. Thunderbirds. The Erickson Aircraft Collection will also provide flybys of their classic aircraft. It will be August 19th, 20th, and 21st. There will be limited static displays, due to shortage of space.

The Airshow of the Cascades in Madras, Oregon, will be held on August 26th and 27th. The Friday show will be a night show with fireworks. The Saturday show will feature static displays, live

music, and a car show. The Erickson Aircraft Collection will feature their aircraft in static and flying displays. The C.A.F. will also be on hand with the B-17 Sentimental Journey and the B-25 Maid in the Shade. The flyby of the B-17s Sentimental Journey and Ye Olde Pub is worth the drive and admission price. This summer appears to be a good time to get your full B-17 and B-25 fix.

I recently spoke with Dick and Barbara Heyman, and they are both doing well. Dick flew in WW II, Korea, and Vietnam. He is one of our former speakers, and he told of his Air Force career. His British bride is also one of our former speakers, and she told us about her life with Dick, and the life of an Air Force wife. I also spoke with David Riddle, a former WW II B-17, that took part in the Berlin Airlift in Douglas C-54 Skymasters. He has had to move into assisted living and will be unable to attend future meetings.

The Oregon Military Museum in Happy Valley, Oregon was able to partially open their campus to the public. for more information, check their website; oregonmilitarymuseum.org.

I do not remember if I put out a correction on the next item, so I will do it here. The Ford Trimotor that was acquired by the Western Antique Aeroplane and Automobile Museum in Hood River is not the former Evergreen Aviation and Space Museum Ford Trimotor. It is a Ford 5AT, but it is from the Grand Canyon Tours. W.A.A.A.M. will host their Hood River Fly-In on September 10th and 11th. This is always a fun event, and a great time to see many of their cars and planes operate. Many rare aircraft come from Washington, Oregon, and Idaho to attend this event. It should also be a good time to see the Trimotor take to the sky again.

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*Wendover A.A.B. From the B-17 to the B-24, & B-29*  
by Donald L. Keller

I recently toured the Wendover A.A.B. in Utah. For anyone interested in Heavy Bombers or WW II aviation, it is a must. It is in Utah, and it is well worth the drive.

There are 2 Museums. One is the Heritage Museum, located in the old Officer's Club, and the other is located in the Wendover Field Airport offices. Both have wonderful displays telling the Airbase's history. At Wendover the individual B-17 and B-24 airmen trained to operate as a crew. When the B-29 came into use, Wendover converted to the new Heavy. This would also include the 509th Composite Group, and the crew of the Enola Gay.

The U.S. government went to great lengths to conceal the training there. Over 400 F.B.I. agents were undercover there, as cooks, mechanics, aircrew, and various other jobs. The B-29 Hangar, (along with the other earlier hangars), still exists, and is under full restoration. One of 7 bomb loading pits is also available for inspection.

There are several types of tours available. Wendover has approx. 130 original buildings, but some are in states of disrepair. For the movie buffs among you, the movie "ConAir" was filmed here, and you can view the C-123 Jailbird and the original Base swimming pool. It is an education in what Army Air Bases were like, and a chance to see what our veterans had to endure even before combat. One B-24 veteran told me that he thought the Army hated Aircrews, because he would go to the most Godforsaken places only to graduate and go somewhere worse. Nearby Wendover Nevada has nice hotels and casinos, with excellent air conditioning.



# Next Meeting: Saturday August 13

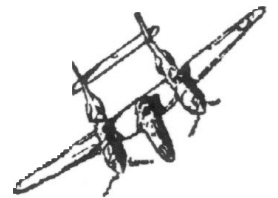
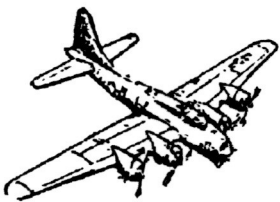
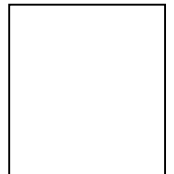
**Beaverton Elks Lodge**  
**3464 S.W. 106<sup>th</sup> Ave.**  
**Beaverton OR 97005**

<http://www.beavertonelks.or>

**Social hour 10:00am**  
**Meeting starts 11:15am**  
**Meeting ends 2:00pm**



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