

March 2008 'Milk Run'

A News Update

8th Air Force Historical Society of Oregon



This e-mail was sent using the e-mail address: «EMail»

Hi «FirstName» «LastName»,

From Tom Philo: Chapter Secretary.

A Gallon of Paint Weights . . .

Tom Philo's question that he asked on how much weight paint adds to an aircraft elicited lots of responses via e-mail and generated a discussion at the February 2008 meeting.

One member stated that 35 gallons of paint was used to paint a B-17. This amount included both internal and external paint needs.

Paint itself was said to be around 30 lbs per can before being applied, and around 40% of that weight was lost when it dried.

Thus 35 gallons at 30 pounds per gallon with 40% evaporation leaves = 630 pounds of extra weight that is added to a B-17 when painted with WW II era type paint. This is the high weight estimate. If 60% evaporation then 420 pounds is added after it dries. No one was able to state how much weight was lost due to evaporation.

Camouflage was applied to Army aircraft to hide them from being seen ***when they are on the ground*** – not really to hide them when flying. Navy and Marine a/c were painted to hide them when flying. The same is true for all a/c that operated at night which were painted to hide them from being seen by other a/c.

Interesting Note: The British expected to lose 2 a/c per raid due to mid-air collisions when flying at night – even though they never flew in formation.

Historian Notes

The above is just a single example of how something very simple in life is seldom documented. Everyone has bits of knowledge that they just 'know' – but if it is not written down it is lost. The chapter encourages everyone to write down everything that you did, heard about (true or not!), experienced, saw – no matter how insignificant that it may seem to you, it just may solve a puzzle in the future.

If you have not recorded your experiences there are a few people in our chapter that help you get all your information together (for free too!) so that people in your family, and others, may know what you did and to understand a bit more of how life was in – or out – of combat.

If you have items that you wish to share with future people, you can loan your documents to the chapter historian (Tom Philo) who will copy them (scan) and then return them to you, or you can donate them permanently to the chapter library. You will get a copy on CD / DVD of whatever you donate. Plus they can be put onto the chapter website if you allow it so that others can reference them.

Newsletter

Articles for the regular chapter magazine that is published by Jerry Ritters is always welcomed. Send items to him via e-mail at: ritters@nu-world.com

Questions Needing Answers

At the last 8th AFHS one of the speakers mentioned that the early versions of the B-24(?) had temperature gauges that only went down so far in measuring air temperature and that affected bomb release because aircraft airspeed could not be accurately measured. My questions are these:

1. Weren't navigators trained in determining airspeed as determined over a distance between two points on the ground? The formula being point A is passed over at time X and at time Y point B is passed over. From there you divide the distance by the amount of time it took to cover the distance determine the speed.
2. Talking to a former Navy pilot he said that once that if you knew your indicated airspeed at a certain altitude you just add 2 mph for every 1,000 feet above the ground you are flying to determine speed over ground. This might be a rough way of doing it but it does work in giving a speed over ground. Did our flyers during WWII follow this rough rule, or even know about it?
3. Talking to my mom, WASP at heart but an Army Nurse in reality, she was taught when learning to fly that temperature decreased at a set rate as you gained altitude. Couldn't this rule have been used to help in knowing what the altitude would roughly be in order to compute when to release bombs over a target at altitude?

'Tanks' for any help you can give me.

Tom Richardson

Upcoming NW Events

Hops and Props 2008

April 5, 2008 to April 6, 2008

[The Museum of Flight](#)

Oregon 8th AFHS

Next meeting May 10, 2008.

Oregon Old Bold Pilots

Anyone interesting in talking aviation – pilot or not – welcome. Current pilots, ex-military, people learning to fly, RC Modelers – all welcome.

Wednesday March 12, 2008.

12:00 NOON till you leave

Village Inn at Bridgeport Village Shopping Center
Right off I-5 at exit 369

Meetings occur on the 2nd Wednesday of each month.

Association of Naval Aviators (ANA)

They meet on the last Thursday of each month – usually at the Gateway Elks Lodge from 11:30 till 2 PM.

711 NE 100th Avenue.

Contact Lt Commander George Bickford (Ret) (503) 789-8061 e-mail at bick@teleport.com

There is also a recruitment drive on for all ANA chapters. If you live outside the Portland / Vancouver metro area chapter then you can contact goldwings@verizon.net , phone 703-281-2324 (Bob Dunn) and they can connect you with a local squadron so you can join. ANA Web site: <http://www.anahq.org/>

American Fighter Aces Reunion 2008

This reunion (supported by the Seattle Museum of Flight) takes place in Austin Texas from June 26 thru June 29th.

LOCATION: Radisson Hotel & Suites

111 East Cesar Chavez Street

Austin, Texas

FOR HOTEL RESERVATIONS, CALL: 1-512-478-9611

Toll-free CALL: 1-800-333-3333

Special room rate: \$119.00 plus taxes

Fee is \$130 a person who attends.

Contact:

Col. Ward Boyce
12408 Deer Track
Austin, Texas 78727-5746

Friday Aviation Breakfast

They meet on the 1st Friday of each month at The Bomber Restaurant from 10 AM till Noon

Hard to miss the restaurant on Highway 99 E in Milwaukie: a noseless B-17 sits in front of it. They meet in the museum that is on the site. Also known as "The Lacy Bomber."



8th AFHS Contact Information: E-Mail and Postal

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