



WING MATE

IMPERIAL AIRWAYS



DECEMBER 2019

Newsletter of 408-437 Wing

LONDON - NEW YORK

President's Message

Dear members: On behalf of your executive I wish you a Happy Hanukkah and a Merry Christmas. This year just seemed to fly by. Remember when you were a wee lad or lass how everything took forever? We wanted everything to happen yesterday? Now, let's not rush things. One of the many times my mom spent time in the hospital, there was always a white board beside the bed to encourage and focus patients on recovery, listing the day, date, name of your doctor, nurse, etc. The last two lines are "short-term goal and long-term goal". On one occasion when she wasn't doing well, under long-term goal I wrote "*Keep breathing as long as possible,*" mimicking the doctor's handwriting. The nurses would come in and look quizzical but no one dared to erase it.

John Wreglesworth and I had the opportunity to visit a flight simulator at Air Canada last month. My son is a captain there and instructor. We "flew" the 737 Max 8. Wow, these are full motion Sims. You feel everything that a regular flight would. These machines can mimic rain, fog, winds, whatever failure you can think up. The building they are housed in is impressive. I think there were about ten, one for each type of plane in the fleet. By the way — great coffee! We spent an hour half hour each in the left seat taking off and landing, etc. It's so realistic that when one exits the Sim, one is disoriented for a second and tired. Happy to report our take offs and landings were in the acceptable range. Well, one small moment of inattention but all is well that ends well...but John can tell you about it.

I've discussed with Nick Jr. the possibility of taking some cadets from 818 to the Sim. He says its possible and he'll see when he can book it.

I'm sure you've heard phrase truth is stranger than fiction? Read on.

A DC airport ticket agent offers some examples of why the US is in so much trouble! I love this as the ticket agent actually names names.

1. An aide for a cabinet member (Janet Napolitano) once called and asked if he could rent a car in Dallas. I pulled up the reservation and noticed he had only a 1-hour layover in Dallas...When I asked him why he wanted to rent a car, he said, "I heard Dallas was a big airport, and we will need a car to drive between gates to save time." (Aghhhh)

2. An Illinois Congresswoman (Jan Schakowsky)

called last week. She needed to know how it was possible that her flight from Detroit left at 8:30 a.m., and got to Chicago at 8:33 a.m.

I explained that Michigan was an hour ahead of Illinois, but she couldn't understand the concept of time zones. Finally, I told her the plane went fast, and she bought that.

3. A New York lawmaker, (Jerrold Nadler) called and asked, "Do airlines put your physical description on your bag so they know whose luggage belongs to whom?" I said, "No, why do you ask?"

He replied, "Well, when I checked in with the airline, they put a tag on my luggage that said (FAT), and I'm overweight. I think that's very rude!" After putting him on hold for a minute, I looked into it. (I was dying laughing). I came back and explained the city code for Fresno, CA is (FAT - Fresno Air Terminal), and the airline was just putting a destination tag on his luggage.

4. A Senator John Kerry aide (Lindsay Ross) called to inquire about a trip package to Hawaii After going over all the cost info, she asked, "Would it be cheaper to fly to California and then take the train to Hawaii?"

5. I just got off the phone with a freshman Congressman, Bobby Bright from Ala. who asked, "how do I know which plane to get on?" I asked him what exactly he meant, to which he replied, "I was told my flight number is 823, but none of these planes have numbers on them."

6. Senator Dianne Feinstein called and said, "I need to fly to Pepsi-Cola, Florida. Do I have to get on one of those little computer planes?" I asked if she meant fly to Pensacola and fly on a commuter plane? She said, "Yeah, whatever, smarty!"

7. Mary Landrieu, La. Senator, called and had a question about the documents she needed in order to fly to China. After a lengthy discussion about passports, I reminded her that she needed a visa. "Oh, no I don't. I've been to China many times and never had to have one of those" I double-checked and sure enough, her stay required a visa. When I told her this she said, "Look, I've been to China four times and every time they have accepted my American Express!"

8. A New Jersey Congressman (John Adler) called to make reservations, "I want to go from Chicago to Rhino, New York." I was at a loss for words. Finally, I said, "Are you sure that's the name of the town?" "Yes, what flights do you have?" replied the man. After some searching, I came back with, "I'm sorry, sir, I've looked up every airport code in the country and can't find a rhino anywhere."



"The man retorted, "Oh, don't be silly! Everyone knows where it is. Check your map!" So I scoured a map of the state of New York and finally offered, "You don't mean Buffalo, do you?" The reply? "Whatever! I knew it was a big animal.

Now you know why the Government is in the shape it's in!

Could ANYONE be this DUMB?

YES, THEY WALK AMONG US, ARE IN POLITICS, AND THEY CONTINUE TO BREED.



Nick Czernkovitch



PAN AMERICAN AIRWAYS SYSTEM

Martin M-130 41 seats • 130 mph
"China Clipper"
 Pratt & Whitney Twin Wasp (830 hp) x 4 • 52,250 lb. max. gross take-off weight • 3,200 statute miles range

Boeing 314 74 seats • 180 mph
"Yankee Clipper"
 Wright Double Cyclone (1500 hp) x 4 • 82,500 lb. max. gross take-off weight • 3500 statute miles range

Large American flag first appeared on the 314's bow on August 28, 1931



Just For Laughs...



Spruce Goose (Howard Hughes)



Martin Mars



Dornier DO X

What a beautiful aircraft!



Nick and John in the simulator. Watch where you're going, guys! Don't look at the camera or someone might get hurt. LOL!

They did quite well for beginners in the 737 Max 8 but I hope I don't see either one in the cockpit the next time I fly. (Just kidding!)

A lot of us are quite envious, John and Nick! Well done.



Flying Boats

Flying boats were some of the largest aircraft of the first half of the 20th century, exceeded in size only by bombers developed during World War II. Their advantage lay in using water instead of expensive land-based runways, making them the basis for international airlines in the interwar period.

Their use gradually trailed off after World War II, partially because of the investments in airports during the war. Today, flying boats maintain a few niche uses, such as dropping water on forest fires, air transport around archipelagos, and access to undeveloped areas. Many modern seaplane variants, whether float or flying boat types, are convertible amphibious aircraft where either landing gear or flotation modes may be used to land and take off.

From about 1876 when Frenchman Alphonse Penaud filed the first patent for an aeroplane with a boat hull, until 1910 or so, several pioneers experimented with flying boats with reasonable success. From 1910, the flying boat designs and power improved greatly with designers like Glenn Curtiss of the U.S. The first pro-



duction seaplane was the Felixstowe F.2A from Britain, first flown in 1916 with 100 built by the end of WWI. Felixstowe F.5 models were built in Toronto in 1917 and 1918 at Canadian Aeroplanes Ltd.

During the 1920s and 30s, larger and more powerful seaplanes were developed and it was realized that such aircraft were capable of flying long distances. (Supermarine had started the world's first flying boat service from Woolston to LeHavre in 1919.) This type of service expanded in 1931 when four Supermarine Southamptons carried mail from Australia to the UK

in 16 days – half the time it took by sea.

As passenger flights in flying boats increased, so did airlines, eager to get in on the trans-Atlantic and other long-distance flights.

England's Short Brothers built the new Short S23 "C" class or "Empire" flying boat for IAL – Imperial Airways of London and for Quantas. These two soon became Quantas Empire Airways. Foynes, Ireland and Botwood, Newfoundland were termini for many transatlantic flights, including Boeing 314 Clippers.

The huge German *Dornier DoX* employed spousons or stabilizers in the water. The aircraft had 12 engines but even with that many, the flying boat was underpowered. Only three were built; however, the Dornier Wal became the most successful of the commercial flying boats. More than 250 were built in Germany, Italy, Spain, Japan and the Netherlands.

By 1939, IAL became three separate companies: BEA (British European), British Overseas Airways Corp. (BOAC) and British South American Airways.

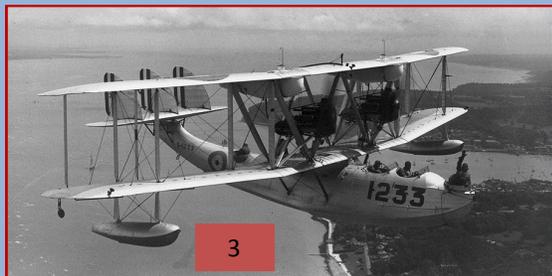
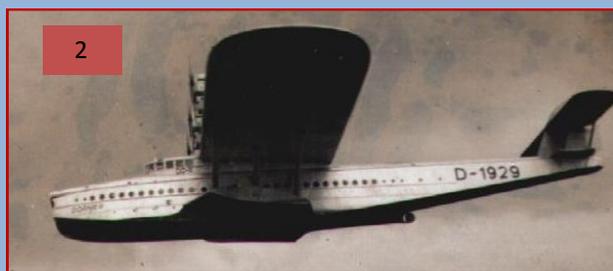
During WW II, several flying boats were developed including the American PBY Catalina, the Japanese Kawanishi H8K and the British Short Sunderland.

After the war, flying boats rapidly declined, as the ability to land on water became less of an advantage due to the increase in land based runways. They had to try and compete with new aircraft such as the de Havilland Comet and the Boeing 707. Today's successors to flying boats are modern seaplanes with floats, as well as amphibious planes with wheels.

Today's actual flying boats include the Canadair CL-215 and its successor the Canadair CL-415.



Flying Boats 1930s –1940s Difficulty: ★★★★★



1. Short S23 Empire 2. Dornier DoX 3. Supermarine Southampton 4. Short Sunderland 5. Consolidated PBY Canso 6. Supermarine Walrus 7. PBM-5 Mariner 8. Blohm & Voss BV 138 9. Kawanishi H8K2 10. Sikorsky S-42

← Answers to Quiz