

2009 OFFICERS

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SIERRA FLIGHT #27



ORDER OF DAEDALIANS, INC.

AMERICA'S PREMIER FRATERNAL ORGANIZATION OF MILITARY PILOTS

FLYER 4-09

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APRIL 2009

FLIGHT CAPTAIN'S CORNER



Eddie LeBaron, former NFL quarterback.

A full house was in attendance at the March meeting to hear guest speaker **Eddie LeBaron**. Eddie told of his growing up in the Napa Valley area. He was allowed to start school at the age of five because he owned the only football. He skipped the second grade and graduated from grade school at the age of 12. Since he was too young to play varsity high school football – you had to be 15 years old – he practiced against the varsity and demonstrated he was a very skillful quarterback. The next season he suddenly became 15 and held that age for three years while he lead his team to great success. He then moved on to what is today the University of Pacific and was drafted by the Washington Redskins.

Prior to joining the Redskins, he received a commission in the Marine Corps and served in Korea during the early days of that conflict. As a platoon leader, he was very appreciative of the Air Force support he received that prevented his unit from being over-run by the bad guys.

Eddie had many humorous stories about his NFL career and the differences between the game of his era and the popularity of today's professional football. Thanks to **Jim Grey** for his efforts in securing Eddie as a speaker.

After several years of discussions and revising of the Flight's By-Laws, they were approved by a unanimous vote at the meeting. **Bob DeVoe** started the initial amending some years ago; then handed off to **Ted Boydston** who carried the ball to the finish line.

The speaker for April will be our Adjutant **R. Austin Wiswell**. Austin will talk about his experience with the A-10 Thunderbolt (aka Warthog).

Bring a potential member to the meeting. V V

April 16 Meeting

Dante Club
1100—Attitude Adjustment
1200—Lunch
St Louis BBQ Ribs

RSVP with your call Leader or the Adjutant R. Austin Wiswell (530) 672-2390 or wizbec@comcast.net
NLT 2200 hours on Sunday, 12 April

Cost: \$19.00 per person

Guests welcome

TREASURER

A sincere "thank you" to all who have paid their 2009 Flight Dues. However, 47 members are still delinquent. If your dues are in the mail, great; but next month we will indentify those who are tardy in payment.
Evans Warne

HISTORIAN

A few months ago one of our past Flight Captains borrowed our Flight History book. I do not remember who it was and he in turn has apparently forgotten. Forty years of recorded flight history lost! It is a large (3 inch) three ring binder, 12" X 12" X 4". A six inch colored Daedalian Emblem is on the front cover. Will everyone please search their homes or offices for this priceless document. Also check with your wife as she may have inadvertently stored it with some of your other personal artifacts. Please notify me ASAP if you have the document. I will be traveling through the next meeting so if it is not located by my return, I will have to call every former Flight Captain. *Les Stilwell*

"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."
Anonymous

FLIGHT CALENDAR FOR 2009

APRIL 16, DANTE CLUB, LUNCH

MAY 21, DANTE CLUB, LUNCH

JUNE 18, DANTE CLUB, LUNCH

Turbines Vs Big Round Engines.

(Editor's note. The following article was first printed in this flyer back in 2003, but since I received a recent email on the same subject, here it is again).

We must get rid of turbines. They are ruining aviation. We need to go back to big round engines. Anybody can start a turbine, you just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My PC is more difficult to start. Cranking a round engine requires skill, finesse and style. On some planes pilots are not even allowed to do it.

Turbines start by whining for a while, then give a small lady-like poof and start whining louder. Round engines give a satisfying rattle-rattle, click-click BANG, more rattles, another BANG, a big macho fart or two, more clicks, a lot of smoke and finally a serious low-pitched roar. We like that. It's a guy thing. When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: Useful, but hardly exciting.

Turbines don't break often enough, leading to air-crew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow at any minute. This helps concentrate the mind. Turbines don't have enough control levers to keep a pilot's attention. There's nothing to fiddle with during the flight. Turbines smell like a Boy Scout camp full of Coleman lanterns. Round engines smell like God intended machines to smell.

I hear the nurse coming down the hall. I gotta go.

Aviation Milestones.

April 15, 1952, First flight of Boeing B-52 bomber, cold war icon and star of the film Dr. Strangelove.

October 26, 1958, Paris: Boeing 707 enters commercial service with PAA flight from New York.

VOLABAMUS VOLAMUS

MEMBERSHIP

New Member:

Vanderford, Glen T. '42-'45

1Lt, 11955, Class 44B

1209 41st Street

Sacramento, CA 95819

The Flight has 133 members.

Ned Worthington



Eddie LeBaron presented Daedalian plaque by Dick Stultz.



Do you think they're talking about flying?

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