

## PASO ROBLES PILOT



Monthly Newsletter of EAA Chapter 465- [www.EAA465.org](http://www.EAA465.org)

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Next Meeting on April 3 @7pm  
**Upstairs in the Terminal Building**

### Presidents Message

By Ralph Richards

Here's to a few days of great weather in between so much needed rain. Hope your health and that of your airplane or project are in great condition. Sun and fun is in the windscreen and Oshkosh is coming soon. I am recovering from back surgery but plan on seeing you at Thursday's meeting at the Terminal building at 7:00 pm. Clear skies and tail winds.

### Chapter Officers

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**Chapter 465 Minutes**

Not received for the Newsletter



[Click Here](#) to read the Safety Briefing



by Phil Corman

**PRAA Update:** [Click Here](#) for Details  
[Click Here](#) to join the PRAA mailing list.

The PRAA had its first General Meeting at the Airport Terminal on March 12 with Standing Room Only crowd. Board Members Ed Surber and Phil Corman presented a brief history of the PRAA, why it was formed, its accomplishments, and current projects. More than a dozen people signed up to volunteer on this year's projects. They include:

- Ongoing Airport Business Improvement Plan
- Airport Security & Safety
- Airport Appearance & Cleanup
- Airport Friendly
- Airport Promotion & Marketing

The membership voted 100% IN FAVOR of accepting the PRAA Constitution which is posted on the PRAA website at <http://prb-association.com>.

Please join us in these efforts.

Please encourage your family and friends to join the PRAA by sending an email to [philcorman@hotmail.com](mailto:philcorman@hotmail.com) or [CLICK HERE](#) to join. Our membership has is currently 260 strong. Please join and pass this along to others interested in the airport.

## Fly-In Events for this coming month

[Quiet Winter](#)

## EAA Information

### **EAA Member Benefits**

- EAA Insurance - Aircraft, Non-Owner, Renters & Personal
- EAA Aircraft Financing
- EAA Flight Planner
- Discounts on FAA written tests at LaserGrade
- EAA credit card 10% savings from Aircraft Spruce
- You can save 'hundreds – even thousands – of dollars' on your next Jaguar or other Ford car
- You can buy your John Deere Tractor for less money
- EAA has discounts for Hertz and Enterprise car rentals

### **Interesting EAA Chapter Web Sites**

EAA Chapter 1 at Flabob [www.eeach1.org](http://www.eeach1.org)

EAA Chapter 7 at Long Beach [www.eaa7.org](http://www.eaa7.org)

EAA Chapter 14 at San Diego [www.eaa14.org](http://www.eaa14.org)

EAA Chapter 1000 at Muroc [www.eaa1000.org](http://www.eaa1000.org)

EAA Chapter 170 @SLO

[www.eaa170.blogspot.com](http://www.eaa170.blogspot.com)

### **PRB Websites**

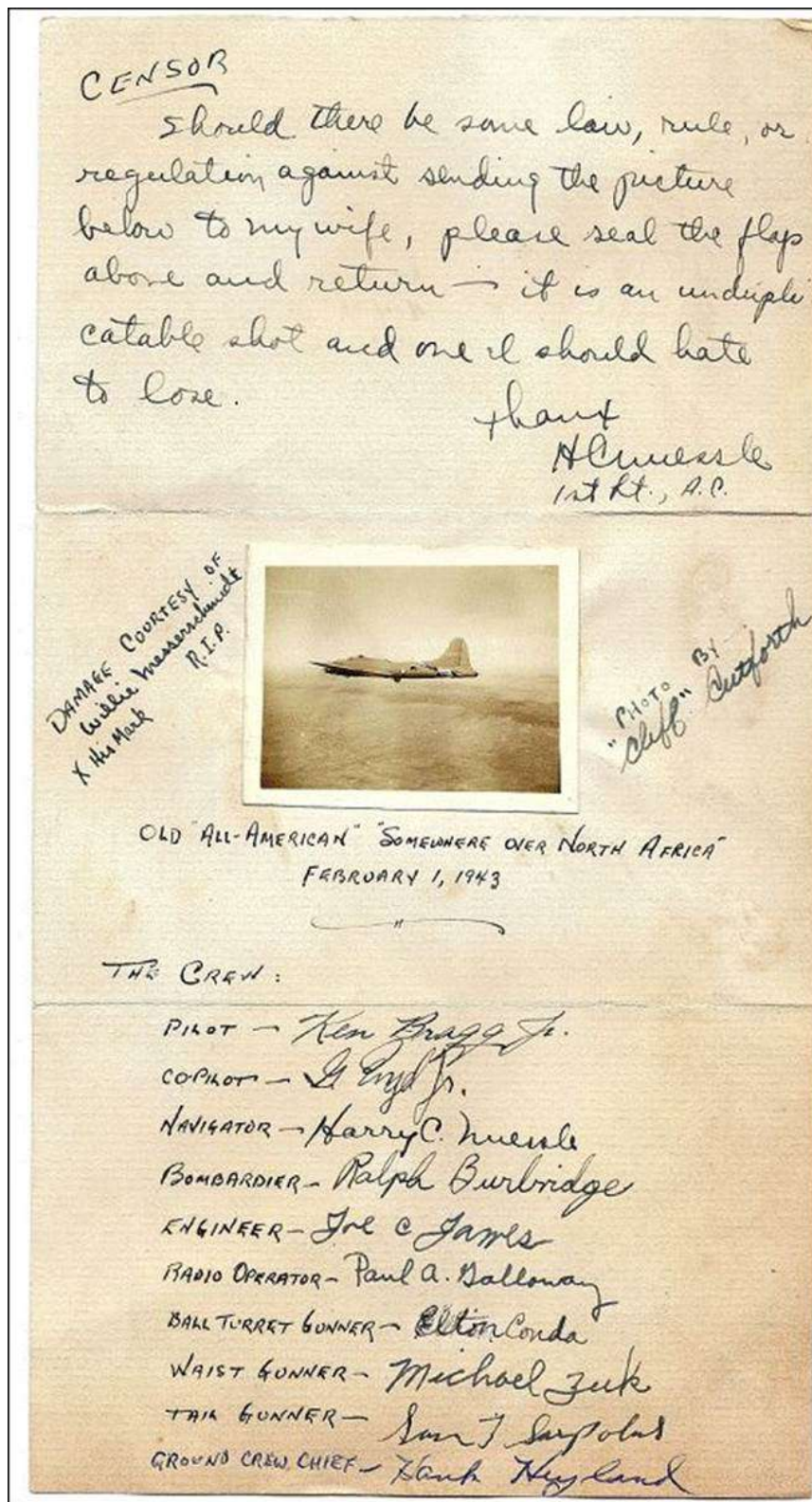
Paso Robles Airport Association

<http://www.prb-association.com>

Paso Robles Airport

[www.pasoairport.com](http://www.pasoairport.com)

## Flight of the "All American", (414th Squadron, 97BG)





## ***Paso Robles Pilot - EAA Chapter 465 Volume 14 Number 4***

In 1943 a mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of WW II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot, then continued its crashing descent into the rear of the fuselage of a Flying Fortress named "*All American*", piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron.

When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame, and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16-feet long and 4 feet wide at its widest; the split in the fuselage went all the way to the top gunner's turret.



Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft miraculously still flew! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.



When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position. The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky.

For a brief time, two more Me-109 German fighters attacked the *All American*. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.



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Allied P-51 fighters intercepted the *All American* as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the appendage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out.

The fighters stayed with the Fortress, taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane to land it.



Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.



When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed.



This old bird had done its job and brought the entire crew home uninjured.

I love these old war stories, especially the ones with a happy ending !



## EAA CHAPTER 465 MEMBERSHIP APPLICATION/RENEWAL

**Chapter membership dues are \$20/yr. Please help us to verify your personal info.**  
 Members with e-mail will receive the chapter newsletter via e-mail for their review.  
 Members without e-mail can receive copies of the newsletter by mail or at the meetings.  
**Return the completed form to the Chapter Treasurer, or any Chapter Officer.**

Name: *(Please Print)*

Address *(Number, Street, City, State, Zip)*

Email

Home Phone

Cell Phone

Work Phone

EAA National Membership #

Expiration Date *(MM/YYYY)*

FAA Ratings

Student	<input type="checkbox"/>	Glider	<input type="checkbox"/>	Tailwheel	<input type="checkbox"/>	CFI	<input type="checkbox"/>	A&P	<input type="checkbox"/>
Light Sport	<input type="checkbox"/>	ASEL	<input type="checkbox"/>	Seaplane	<input type="checkbox"/>	CFII	<input type="checkbox"/>	IA	<input type="checkbox"/>
Private	<input type="checkbox"/>	Multi	<input type="checkbox"/>	Instrument	<input type="checkbox"/>			Avionics	<input type="checkbox"/>
Commercial	<input type="checkbox"/>	Rotocraft	<input type="checkbox"/>					Other	<input type="checkbox"/>
ATP	<input type="checkbox"/>								

Aircraft Project Underway

I need help in:

Selection  Design  Construction  Other

Aircraft Now Owned

Newsletter: I prefer to receive my newsletter via e-mail , printed via U.S. mail , or at meeting

Special Skills *(That might be helpful to members)*

Payment Enclosed \$20.00

Make checks payable to **EAA Chapter 465**

Please mail this form with payment to:

EAA Chapter 465, c/o Dale Ramey  
 7460 Pinal Ave  
 Atascadero, CA 93422

Or bring with you to any Chapter meeting

<http://www.eaa465.org/site/index.php>