

AEROTECH NEWS

Journal of Aerospace, Defense Industry and Veteran News

and Review



Edwards' alumni jumped into North Korea in 1951

by Dennis Anderson
special to Aerotech News

LANCASTER, Calif.—The bugler played “Taps” and the lieutenant in his Army dress blues handed the immaculately folded flag to the next of kin.

When they laid 92-year-old Vito Canzoneri to rest at Good Shepherd Cemetery in Lancaster recently, his gravesite was just a short walk from the final resting place of his good buddy, John Humphrey, another paratrooper veteran who lived into his 90s.

Christine Draves, the daughter caring for him at end of life, accepted the

flag for the family, a great American family whose patriarch served in extreme combat.

These men were heroes. And as Joseph Galloway, the author of “We Were Soldiers Once, and Young,” would say often during his tenure as America’s foremost war correspondent, “In their youth, they were tigers.”

John Humphrey was one of the early class of paratroopers, jumping into D-Day at Normandy with the 82nd Airborne Division. He was dropped far enough away from the drop zone he had to evade behind German lines for about 10 days. His parents in the States were already no-

tified that he was Missing in Action. Often, that was thought of as a death notice.

But Trooper Humphrey survived, and he made his way back to friendly lines with enough scouted information about enemy movements that he was awarded the Bronze Star. He got his Purple Heart on Christmas Eve, 1944, during the Battle of the Bulge.

More than 70 years after World War II, Humphrey and Canzoneri gathered with paratroopers from three succeeding generations for one last hurrah hosted by Mary Buechter in 2016 near Edwards Air Force Base.

John Livingstone Humphrey lived to be 94, and died Nov. 9, 2017, just a couple of days before Veterans Day. Vito Victor Canzoneri was 92, and died a day after Sept. 11, 2023. But if they say it is the dash — that space in between the date of birth and the date of death that matters, both of these American soldiers made their time on Earth count.

John Humphrey was among the 16,000 Airborne troops on D-Day who delivered the world from the evils of Nazi tyranny. Vito Canzoneri, just a few years younger, was one of those rare birds who made a combat parachute jump into North Korea. In fact, he made two.

Still a child during World War II, Vito Canzoneri finagled his way into the National Guard in his home state of New York when he was too young to shave. When they figured out he was 14, they sent him home and he had to wait a couple of years until he could join the regular Army. He picked the paratroopers.

“If a man will jump, he will fight,” the words of Gen. James “Jumping Jim” Gavin, who jumped into Normandy with the troops on D-Day, and fought alongside his men every day they fought. Paratrooper generals tended to lead from the front.

By the time that Vito Canzoneri graduated from jump school, Airborne forces had only been dropping paratroopers into battle zones for 10 years. Paratroopers volunteer for parachute duty for many reasons, not least among them the silver wings pinned on their chests after five parachute jumps.

At any time, the Airborne troops make up a small fraction of America’s armed forces. In World War II, at any time there were probably no more than 30,000 in a global war that saw 8 million Americans in uniform. If the Marines rightly call themselves



Courtesy photograph

A U.S. Army officer presents folded U.S. flag at Trooper Vito Canzoneri funeral Sept. 26, 2023.



Army photograph

Vito Canzoneri with his parachute.

the “Proud and the Few,” it is no less the case for parachute troops.

Vito Canzoneri, not yet 20 years old, joined a proud, hard outfit, the 187th Regimental Combat Team, part of the 11th Airborne Division. The 187th nickname was the “Rakkasans,” a name that the unit appropriated from the Japanese in World War II — “Men Falling With Parachutes.”

World War II seems so long ago that it is hard to remember that the Korean War came only five years later. It happened when Communist forces of North Korea under the leadership of Kim Jong Un’s grandfather invaded South Korea and almost drove American forces on the Korean Peninsula into the sea, with the line holding at a place called the “Pusan Perimeter.”

Vito Canzoneri of the Antelope Valley fought with the 187th, and along with the Marines who landed at Inchon under the command of Gen.

Douglas MacArthur, the paratroopers soon joined the fight north of the 38th Parallel. In other words, they carried the fight into North Korea.

How did they get to the fight? The Airborne way, by boarding, then jumping out of perfectly good airplanes.

Unit histories report that for Operation Tomahawk, launched on March 23, 1951, about 120 C-119 aircraft called “Flying Boxcars,” ungainly twin-boom tail things, dropped 3,437 paratroopers from the sky. They dropped in 20 miles behind enemy lines, and landed fighting. Vito was one of them, and broke his leg in that jump.

For most people, it is hard to imagine suiting up with about 100 pounds of combat gear, climbing aboard a cavernous clamshell of an aircraft and jumping onto hostile, foreign ground,

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Repairs to Edwards' runway underway



Air Force photograph by Harley Huntington

Crews work on installing new pavement for the inside runway at Edwards Air Force Base, Calif., Sept. 25, 2023.

by Harley Huntington
Edwards AFB, Calif.

The inside runway at Edwards Air Force Base, Calif., is undergoing a substantial repair, set for completion by Oct. 31. Unused since March 2022, the 75-foot-wide, 9,800-foot-long runway is finally getting the overhaul it requires. Jeff Craig, Pavement Engineer Technician with the 412th Civil Engineer Squadron, highlighted the scale of the project: "We're running about 83

truckloads of pavement a day, totaling roughly 660 tons per day." The asphalt is being laid down in two lifts, amounting to a four-inch compacted layer. "The construction involves a 12-inch compacted sub-grade, a ten-inch engineered base, and a four-inch asphalt layer. "That's what our airfield is made up of," Craig stated. With a clear timeline and substantial work already accomplished, EAFB expects the runway to soon be operational and ready to meet the testing and operational needs of the base.

Emerging Technologies Integrated Test Force takes delivery of first eVTOL aircraft

by Harley Huntington
Edwards AFB, Calif.

Joby Aviation, Inc. officially delivered its first experimental electric vertical take-off and landing aircraft to the Air Force during a ceremony held at Edwards Air Force Base, Calif., Sept. 25, 2023. The ceremony showcased the unique multi-party collaboration between private industry, AFWERX, the 412th Test Wing and NASA's Armstrong Flight Research Center. The Emerging Technologies Integrated Test Force, part of the recently structured Airpower Foundations Combined Test Force, is the lead element tasked with testing and evaluating the technology for future national defense applications. The ET-ITF will work alongside a team from Joby Aviation as part of a unique collaboration between private industry and the Air Force. "This partnership between AFWERX, Agility Prime and the ITF is a new, direct, agile path to progress technology through the Acquisition Valley of Death," said Maj. Woodhull, director, ET-ITF. The test campaign is part of a larger program known as Agility Prime, an AFWERX led initiative that seeks to harness commercial offerings with military applications through investment in emerging technologies such as transformative vertical lift, distributed electric propulsion, electric, hybrid-electric, hydrogen, and other novel power generation sources, increased autonomy, advanced manufacturing, and agile combat employment support. "The Agility Prime Program was stood up be-

cause we believe that there is a future with vehicles like the one you see behind me here, said Col. Elliott Leigh, director, AFWERX. "There's a transformative vertical lift industry that's emerging and we need to be partners in it." Edwards AFB presents an ideal location to conduct developmental flight testing of experimental aircraft due to an abundance of space and consistent ideal weather conditions. The ET ITF will utilize the 412th Test Wing's world-renowned risk management process to ensure both manned and remotely piloted operations of the eVTOL aircraft are conducted safely.

Ahead of the first delivery, ET-ITF test pilots spent time with the eVTOL aircraft and systems at Joby's Marina, Calif., facility. This has allowed for a swift transition into developmental flight test operations at Edwards. Test sorties are anticipated to begin imminently. "As we forge forward and embrace the future of advanced air mobility, our legacy is a testament to the enduring spirit of exploration," said Col. Douglas Wickert, commander, 412th Test Wing. "Through the work of this test team, the electric dreams of today are going to become the aviation realities of tomorrow."



Air Force photograph by Harley Huntington

A Joby Aviation, Inc. experimental electronic vertical take-off and landing aircraft is parked at taxi way following a ground test at Edwards Air Force Base, Calif., Sept. 20, 2023.

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Vets4Veterans Car Show Marks annual success

by Dennis Anderson
special to Aerotech News

PALMDALE, Calif.—It was as if the spirits of the founders of Vets4Veterans — Vietnam combat veteran Tom Hilzendeger and Navy veteran Jack Woolbert — were smiling down on the town square in Palmdale.

That late September mild weather Sunday began with the dreadful news of the slaying of Los Angeles County Sheriff's Deputy Ryan Clinkunbroomer. That meant the opening ceremony of the 12th Annual Vets4Veterans Car and Motorcycle Show began with a moment of silence and the ceremonial bagpiper playing "Amazing Grace."

The community was shocked, and saddened, and later Sunday night, Sept. 17, thousands would turn out for a candlelight vigil to honor the deputy killed in the line of duty just a day before.

The spirit of Vets4Veterans is so heartfelt that many of the military vet-



Courtesy photograph

Vintage car enthusiast Julia Akoury checks out sporty 1960s Corvette.

erans, friends and family attending the car show also turned out at the Palmdale Sheriff's Station that evening for the show of respect at the candlelight vigil.

Megan Hilzendeger, surviving spouse of the non-profit group's founder who died in 2020, was especially hard hit by the new of the deputy's killing by a gunman who ambushed him and fled. The suspect was apprehended early morning, Sept. 18, and has pleaded not guilty by reason of insanity.

"It was a hard day, particularly with my son serving on the (Sheriff's) Department," Megan Hilzendeger said.

But the day itself is a tribute to the spirit, and the efforts, of the organization's two founders, Tom Hilzendeger, and Woolbert, who died in 2022. The community volunteers marked a success in raising awareness and funds in their mission to assist veterans facing hardship circumstances in the Antelope Valley.

More than 2,000 people turned out at Poncitlan Square for the weekend event, which opened in the shadow

of the fatal shooting of Los Angeles County Sheriff's Deputy Ryan Clinkunbroomer.

Opening ceremonies began with a moment of silence and tribute to the deputy assigned to Palmdale Sheriff's Station who had worked on the Sheriff's Department for eight years.

The Antelope Valley Young Marines accompanied by ceremonial bagpiper opened the show that featured dozens of vintage automobiles, hot rods, sports cars, and even a 1941 Dodge truck of the kind that helped the United States and its Allied Forces win World War II. Thousands of such trucks served, many sent to Great Britain and the Soviet Union as part of Lend-Lease.

Fred Barthe, a retired Coast Guard lieutenant commander and Navy veteran of the Korean War, received the Richard Trygg Inspiration Award, for being willing to help out at virtually all tasks that support the organization.

Jade Diaz, a recent Miss Antelope Valley and competitive racer, won "Best in Show" with her drag racer.

"If you haven't seen her, you need



Courtesy photograph

On display, a Model 1941 Dodge Army truck of the kind that won World War II.

to head out to the track," Vets4Veterans volunteer Donna Carrion said.

"The show was a great success," Megan Hilzendeger, treasurer of the veterans' service non-profit said. "We had so many great cars, and we made money, and we had fun."

Hilzendeger is surviving spouse of the Vets4Veterans founder, Tom Hilzendeger, a Vietnam combat veteran impacted by Post Traumatic Stress Disorder. Hilzendeger wanted to transform his passion for helping veterans into action, and organizing a car show was the organization's first event more than 12 years ago.

"We miss Tom, and we miss Jack Woolbert, and we are carrying on in their spirit," Vets4Veterans President Gerry Rice said.

Tom Hilzendeger and Jack Woolbert were the veterans and best friends

who served as first and second presidents of the organization before their deaths in 2020 and 2022 respectively. Rice, a Vietnam combat veteran and licensed therapist, is current president.

"We work on veterans with hardship," he said. "We work on homelessness prevention, food distributions, jobs training, and we help with scholarships, getting veterans started on their G.I. Bill path."

Megan Hilzendeger said she wanted to express appreciation to City of Palmdale for providing Poncitlan Square as the venue, and all sponsors and volunteers.

"We have the best volunteers in the world," she said.

The fundraising tally wasn't official yet, but Megan Hilzendeger said the organization succeeded in raising funds to assist veterans in need.



Courtesy photograph

Antelope Valley Young Marines open the 12th Annual Vets4Veterans Car Show.

KOREA, from 1

and being 19-years-old. But General Gavin was correct. If young troopers will jump, they will fight.

In the more than 70 years since that mostly forgotten operation succeeded — the paratroopers killed a lot of the enemy and took hundreds of prisoners — it is hard to find soldiers or veterans who have a combat jump. Vito had two. He was what jumpers would describe as "rara avis," a rare bird.

"He never talked about it," one of his three sons, Michael Canzoneri said. "I never knew he jumped in above the 38th Parallel."

Vito came home from his war to marry, and a long marriage yielded six children, all grown with children and grandchildren of their own. Vito Canzoneri worked for many years at Edwards Air Force Base in the supply and logistics areas.

One of his supervisors,

Anthony Kitson, held Vito in "highest esteem." Together the two set off to climb Mt. Whitney, the highest peak in the continental United States. Kitson experienced altitude sickness and could not ascend to the top of the 14,505-foot peak.

"Vito tried to encourage me, but I could not go any higher," Kitson said. "I was really feeling the altitude."

Vito, leaving Kitson at a safe altitude and location, continued hiking, never having done it before, and made the summit.

At the Rocket Propulsion Laboratory Warehouse, Kitson said that Vito "carried around a newspaper article about the young paratrooper who made the jump into enemy territory during the Korean War.

"He was a true hero," Kitson said.

At the graveside service, one of the sons, Tony Canzoneri, wore a shirt honoring the 187th Airborne Regiment-

tal Combat Team, the "Rakasans."

With "Taps" played and the folded flag handed to family, the soldiers in dress blue departed, leaving paratrooper brothers Humphrey and Canzoneri a close distance from one another in eternity.



Right: Newspaper article about 1951 combat jump in Korea. Above: Group shot with World War II paratrooper buddy John Humphrey.

Editor's note: Dennis Anderson is an Army paratrooper veteran who reported the Iraq War with an Antelope Valley unit of the National Guard. He serves as County Supervisor Kathryn Barger's appointee on the Los Angeles County Veterans Advisory Commission.



Walking in the clouds at Armstrong STEM event

by Sarah Mann
NASA Armstrong

More than 500 local students, ranging from grades first to eighth, joined NASA and COSI (Center of Science and Industry) in a Learning Lunchbox event where they saw a demonstration of how clouds form, and had the opportunity to ask NASA experts questions.

Research Center at Edwards, Calif., on Sept. 13, students rotated through five STEM stations with interactive activities ranging from how to launch a rocket to making a model of the James Webb Space Telescope. Troy Asher, director of flight operations, welcomed students and shared information about NASA Armstrong's mission.

"We aim to ignite the spark of curiosity and innovation in the young minds of students, and thanks to the incredible teamwork and support for



Kate M. McMurtry, deputy director of Integrated Aviation Systems Program shares with students how NASA is working to quiet the sonic boom with the development of the X-59 aircraft at NASA's California Office of STEM Engagement event with Center of Science and Industry at NASA Armstrong Flight Research Center at Edwards, Calif.



NASA photographs by Steve Freeman

Students are wrapped in a cloud from a demonstration by NASA's California Office of STEM Engagement event with Center of Science and Industry at NASA's Armstrong Flight Research Center at Edwards, Calif.

this event, we did. It is unbelievable what we can achieve when we come together for the shared mission of advancing education and opening doors to the limitless potential of our future generations," shared Amira Flores, program integration manager, California Office of STEM Engagement.

Each student received a Learning Lunchbox, which is a kit with content focused on James Webb Space Telescope in which students learn about the Earth's atmosphere, discover why the Webb was

sent to space, make a model of the Webb, and explore how the Webb uses light to study space.

NASA's California Office of STEM Engagement collaborates with the regional STEM community to support or provide a broad portfolio of education programs that are designed to foster the growth of NASA's and the nation's diverse STEM workforce. Programs focus on educators, and colleges or universities.

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LM conducts first flight in U-2 avionics tech refresh

Lockheed Martin Skunk Works® in Palmdale, Calif., in partnership with the U.S. Air Force, completed the first flight of the U-2 Dragon Lady's Avionics Tech Refresh program.

The successful first flight tested the new advanced capabilities aboard the U-2 as part of the ATR contract, including:

- An updated avionics suite (communications, navigation, display, etc.) that modernizes the U-2's onboard systems to readily accept and use new technol-

ogy.

- A new mission computer designed to the U.S. Air Force's open mission systems (OMS) standard that enables the U-2 to integrate with systems across air, space, sea, land and cyber domains at disparate security levels.

- New modern cockpit displays to make pilot tasks easier, while enhancing presentation of the data the aircraft collects to enable faster, better-informed decisions.

During this mission the aircraft

successfully performed a low-altitude functional check flight to integrate new avionics, cabling and software.

"The successful first flight of the U-2 Avionics Tech Refresh is a significant moment in our journey to rapidly and affordably field new capabilities," said Sean Thatcher, U-2 Avionics Tech Refresh program manager at Lockheed Martin Skunk Works. "Leveraging the platform's open architecture, we're expediting these capabilities needed for the future Joint All-Domain Operations

battlespace."

The ATR first flight marks a milestone in the U-2's modernization efforts and its path to be the first fully OMS-compliant fleet. Further testing will solidify a mature software baseline before mission systems are introduced to ensure both functionality and interoperability to meet operational needs.

The U-2 ATR contract was awarded by the U.S. Air Force in 2020 and valued at \$50 million.



Lockheed Martin photograph



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WWII Survival:

Escaping from the Nazis to be invaded by Japanese

by Dennis Anderson
special to Aerotech News

LANCASTER, Calif.—First, the boa constrictors came. Then, the Japanese.

Fred Emmerich, 95 years old, energetic and with a twinkle in his eye, grins and says, “My story is very amazing.”

Emmerich, a resident at the William J. “Pete” Knight Veterans Home in Lancaster, has a story to tell that is so compelling books have been written about it.

His residence at the veteran’s home is decorated with art and photos meaningful to his amazing life. The walls room of his are covered with photographs of wild animals, of Hitler and Mussolini, of a Japanese Mitsubishi Zero fighter plane, arranged alongside paintings of jungle huts and outriggers. And photos of snakes. Really big snakes.

What sounds like the opening acts of an Indiana Jones movie unfolded as chapters in one family’s odyssey to escape the Holocaust that consumed six million Jews in Europe. Fred’s family, and Fred himself, navigated some of the worst perils of the 20th century.

Born into middle class comfort, all that changed with the rise of Adolf Hitler. The Nazi threat descended, with the Gestapo checking his family’s papers as they fled from Germany just ahead of the outbreak of World War II and the threat of the looming Holocaust.

With savings carefully amassed, Emmerich’s mother and stepfather bribed and bought passage to enable the family to escape the Third Reich, first by rail to fascist Italy, then on a steamer bound for the Pacific. The family got as far as Manila, capital of the Philippines. Next, they migrated further out to the second largest island, Mindanao. Even there, they were not safe.

The human peril shifted to the dangers of island survival. After a hur-



Courtesy photograph

Fred Emmerich room decorated with “wild animals,” including Hitler and Mussolini.

ricane in the Philippines wiped out a family homestead, a tide of boa constrictors slithered out of the jungle in the flooding.

Soon after the Emmerich family farm was swallowed by the hurricane, the Japanese swept in and began bombing their island refuge right after the Dec. 7, 1941, attack on Pearl Harbor. Of all the German Jewish citizens who fled the Third Reich, Emmerich is probably the only one who was wounded by a Japanese bomb shortly after the attack on Pearl Harbor.

The Philippines Constabulary ordered evacuation of the city of Davao after Japanese bombing commenced a day after Pearl Harbor. Fourteen-year-old Fred Emmerich’s wound was bloody, and infection could be lethal. Liesel, his mother, yes, she also was “very amazing,” and had military medical training.

“My mother was a nurse on the front line with the German army in World War I,” he said. “She knew how to do things.”

With his wound dressed by her skirt hem, and the aid of a wheelbarrow

retrieved by his older brother Ernest, mother and brother muscled young Fred back to a hospital in Davao city that had escaped the bombing.

Hazards of the battles between Japan and the United States would compel the family to flee again, to sail about 20 miles in an open boat to a remote island populated only by Moro indigenous tribes.

“The way we got the boat, a Japanese lifeboat, is we moved it a little bit at a time along the beach, so they did not notice,” Emmerich said. “Those guards were not so smart.”

By the dark of night, the family piled a few belongings into the boat, rigged a sail made with a sheet, and took to sea. The tiny island of Samal became the hiding place where the family Emmerich would survive off the land and bounty from the sea until the end of World War II.

The Emmerich men adopted local native loin cloth attire and became as sun browned as the locals.

“I am a survivor,” Emmerich says. “Do you know what that means?”

Survivor can mean many things, a survivor from a storm, or fire, or a survivor of the Holocaust. That, Emmerich is, most of all.

Emmerich lives at the California Department of Veterans home, surrounded by family photos, paintings and flags of countries visited, and countries escaped from.

“He is so cheerful,” said Elvie Ancheta, administrator of the Lancaster veterans’ home. “He is always smiling and willing to talk.”

Born in 1928 to Julius and Liesel Konigsberger, with the birth name Alfred, Emmerich was too young to grasp the calamity that would fall to Jewish people as the Third Reich rampaged and murdered its way across Europe.

After bearing four children with the husband who was affluent but 20 years her senior, Fred’s ruggedly independent mother Liesel divorced Julius. Later, she married Henry Emmerich, an adventurous entrepreneur who was trying desperately to find a

safe haven for his new family. As an “Aryan” married to a Jewish woman, they were all in danger. In the early 1930s, the new couple placed the children they shared into orphanages that would shelter Jewish children before the Nazi grip tightened.

“Can you imagine seeing your mother walking away? And you are left in an orphanage?” When Liesel returned to retrieve her three boys years later, Fred did not recognize her. She had arrived in the nick of time to save their lives. Other family members were killed in the Holocaust.

In 1939, “We were on the last train out, the last ship out,” he said. “Otherwise, we would have been fried.”

As World War II began in Europe, thousands of Jewish refugees had arrived in Manila, capital of the Philippines, at the time a U.S. Trust Ter-

lived many years in the jungle in order to escape from the Japanese. But you could go two feet into the jungle, and no one would ever see you.”

With the adults away, curiosity about the Pacific war prompted Fred and one of his brothers to sail out to sea in a native canoe. “We wanted to see some of those battleships! We weren’t out there more than five or ten minutes, and a Japanese patrol boat picked us up.”

They were brought back to Mindanao for questioning.

“I was just a smart kid,” he said, chuckling. “I was fluent in German, and Spanish, and some Filipino. But there are hundreds of dialects, so any educated person would speak Spanish.”

The Japanese military authorities spoke no German, but located a Japanese officer who was a linguist.



Courtesy photograph

Fred Emmerich in his youth, soon after 1948 arrival in United States.

ritory. Filipino people welcomed the refugees, but the U.S. State Department was indifferent or hostile. For many, Manila was the last stop before Japan attacked, bringing the United States into World War II.

Japan’s attack on the Philippines began within 24 hours of the Dec. 7, 1941, Pearl Harbor attack. When the Japanese bombed in the vicinity of Davao, with 13-year-old Fred wounded, the family needed a new plan as soon as Fred recovered. He still carries the deep scar.

It turned out that his stepfather was a man of mystery who operated a shortwave radio, and aided Filipino guerrillas fighting the Japanese. Fred’s mother Liesel was often away with him.

“He was a spy,” Emmerich said. “He could never be in one place. We

This worked to the Emmerich boys’ advantage, as Germany was an ally of Japan. His brother kept quiet, and Fred bluffed gamely, never mentioning they were Jewish refugees from Nazi Germany.

“I told them ‘This is where we live! This is our home!’ I gave them a big snow job,” he said. “They could kill us, or they could let us go. They let us go.”

On the island, the family subsisted on local game. At least once, when American warplanes dumped a bomb load into the ocean, the multitude of stunned fish that surfaced became a feast of much needed protein.

“The concussion doesn’t kill the fish,” he said. “We picked up the fish.”

The end of World War II in the

See **VETERAN**, Page 10



Courtesy photograph

Fred Emmerich (on mother’s lap) in 1931, eight years before escaping Nazi Germany.

On this date...



Oct. 7, 1985: Space Shuttle Atlantis landed on lakebed Runway 23 at Edwards Air Force Base, following its first orbital mission. Atlantis lifted off on its maiden voyage on Oct. 3, 1985, on mission STS-51-J, the second dedicated Department of Defense flight. It flew one other mission, STS-61-B, the second night launch in the shuttle program, before the Space Shuttle Challenger disaster temporarily grounded the Shuttle fleet in 1986.



Oct. 9, 1999: The final flight of an SR-71 Blackbird took place during the Edwards AFB Open House and Air Show. The aircraft was assigned to the NASA Dryden (now Armstrong) Flight Research Center.



Oct. 10, 1972: The competitive fly off between the Northrop YA-9 and Fairchild YA-10 begins, continuing until Dec. 9. Both planes were prototype attack aircraft developed for the U.S. Air Force's A-Z program. Two prototypes of each aircraft were built, and one experimental two-seat A-10 was built by converting an A-10A. On Jan. 18, 1973, the Air Force announced that the winning aircraft was the A-10. The first unit to receive the A-10 Thunderbolt II was the 355th Tactical Training Wing at Davis-Monthan Air Force Base, Ariz.



Oct. 11, 1968: Apollo 7, the first manned Apollo spacecraft, launched aboard a Saturn 1B rocket from Cape Kennedy Air Force Station in Florida. Onboard were Capt. Walter M. "Wally" Schirra, U.S. Navy, the mission commander, on his third space flight; Maj. Donn F. Eisele, U.S. Air Force, the Command Module Pilot, on his first space flight; and Maj. R. Walter Cunningham, U.S. Marine Corps, Lunar Module Pilot, also on his first space flight. The mission was designed to test the Apollo spacecraft and its systems.



Oct. 11, 1961: The North American X-15 passed 200,000 feet for the first time, when Maj. Robert M. White took it to an altitude of 217,000 feet. During his descent, the outer panel of the left windshield cracked, but White was unharmed.



Oct. 12, 1954: North American test pilot George "Wheaties" Welch died when the F-100A-1-NA Super Sabre he was flying crashed. Welch, flying the ninth production F-100A-1-NA Super Sabre, serial number 52-5764, made a planned 7.3 G pullout from a Mach 1.55 dive to verify the aircraft's design limits.

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Charles Lindbergh was at MCAS Mojave during WWII

by Cathy Hansen
special to Aerotech News

Did you know that Charles A. Lindbergh landed at Marine Corps Auxiliary Air Station Mojave at 12:40 p.m., April 15, 1944?

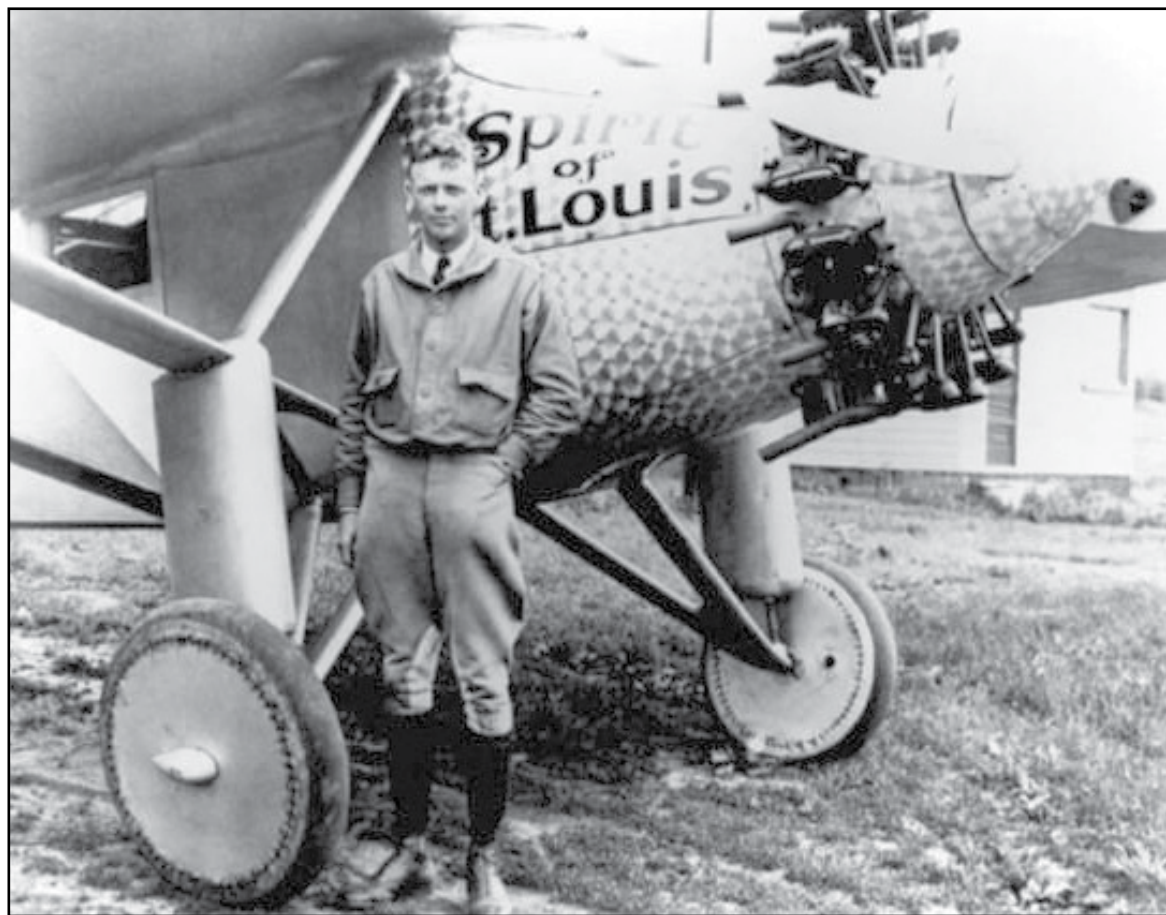
I have the book, *The Wartime Journals of Charles A. Lindbergh*. On page 779, his journal states that he flew from Palm Springs, Calif., after a meeting with Vought, to Mojave.

He had flown to Mojave to have a conference with Marine officers regarding their Corsair operations and he was flying a F4U Corsair that had been assigned to him. At the time, Lindbergh was a consultant for the Vought Aircraft Division of United Aircraft Corporation.

Lindbergh was a quiet man who kept to himself and wasn't big on parties or small talk. At various times in his life, he was surrounded with controversy. But, he made huge contributions to aviation history and laid out routes for Pan American in the Caribbean in 1929 and 1930 in Sikorsky S-38 amphibians and in 1931, flew with his wife, Anne Morrow Lindbergh up into Canada and Alaska plotting air routes to China in an open cockpit Lockheed Sirius. She was seven months pregnant at the time with their first child.

Lindbergh also worked for Ford as a technical adviser at the Willow Run plant in Michigan as they prepared to build B-24 bombers. His job was to smooth out problems as they arose while setting up the aircraft production.

Lindbergh was considered a hero due to his solo flight across the Atlantic and I have a newspaper dated May 22, 1927, with a headline that read: "Lindbergh at Paris in 33 1/2 Hours; Slept on Way; Ran Through Storm."



where Washington made his crossing in 1776! It seems to me that Byrd was a true patriot.

According to the 1927 newspaper article, when a telegram was received telling of Lindbergh's successful landing, Byrd said, "It is wonderful news that we have heard about Lindbergh. I said goodbye to him at seven o'clock yesterday morning and wished him Godspeed. I knew that he realized the undertaking ahead of him and was not afraid. His takeoff from the field alone showed his courage,

commission as a colonel in the U.S. Army Air Corps Reserve in 1941, before the bombing of Pearl Harbor.

After Pearl Harbor was bombed, he tried to rejoin the military, only to be blocked by President Franklin D. Roosevelt, who had publicly called him a traitor and defeatist.

However, as a civilian test pilot, Lindbergh found other ways to serve America and fly the most powerful fighter planes ever produced and even fly combat sorties.

Henry Ford was not one to follow in others footsteps, but rather blazed his own trails and wasn't considered a friend of FDR's. He hired Lindbergh in early 1942 as a technical adviser at Willow Run, when he was gearing up to build B-24 Liberator heavy bombers.

The plant at Willow Run was designed to complete production of one Liberator every 100 minutes and eventually produced half of all the Liberators. A total of 18,000 were built and now there are only two or three still flying.

While employed at Ford, Lindbergh also worked for Vought Aircraft Division as a test pilot and consultant.

It was during that period that he visited Mojave and later in the month of April, he was in the Pacific Theater of Operations as a Corsair technical representative. He left North Island in a Navy R4D (DC-3) at 9:38 p.m. on April 24, and arrived at Kaneohe Naval Air Station on Oahu, Hawaii, 15 hours, seven minutes after take-off.

According to a website about Lindbergh — "On May 22, 1944, Lindbergh flew his first combat mission, escorting Grumman TBF's (torpedo bombers) to Rabaul with a Marine Corsair squadron and strafing assigned ground targets before starting home. Before returning to Guadalcanal on June 10 he had flown 13 missions to Northern Solomon and Rabaul targets from Green and Emirau islands."

Even though controversy surrounded Lindbergh, I believe his

actions as a civilian test pilot and Vought Aircraft representative in the South Pacific during World War II improved fighter pilots flying techniques and contributed to our victory in the Pacific and in Europe.

In researching some of the dates and islands he flew from while stationed (as a civilian test pilot) in the South Pacific, I ran across an interesting website that gave more detail to some of his experiences. He flew F4U Corsairs with Marines in combat over a period of several months.

The Charles Lindbergh website also stated that he was anxious to experience twin engine fighter performance and was able to attach himself to the 475th Fighter Group, a 5th Air Force P-38 group. His fame and notoriety allowed him the opportunity to accomplish unbelievable goals.

"On June 27 he flew his first mission in a P-38, joining three other 475th planes on a barge strafing mission to Salawati Island at the western tip on New Guinea. By July 4, he had flown five missions in the same area. It was soon noted that Lindbergh consistently returned from missions with several times as much fuel as the other pilots in his flight."

A civilian flying in combat missions was frowned on and Lindbergh found himself at odds with the commanding officers of the Pacific Theater, none other than Gen. Douglas MacArthur and Brig. Gen. George Kenney.

Lindbergh had been authorized into Southwest Pacific (SWPA) without first checking with MacArthur's headquarters. He was admonished about civilians flying in combat and the generals discussed the repercussions that would occur if he were to be shot down.

Lindbergh commented that he thought P-38 combat radius could be increased from 570 miles to 700-750 miles and still leave an hour reserve of fuel. He felt our pilots could cruise at lower revolutions per minute and higher manifold settings, saving fuel without danger of harming the engines.

The 307th Bomb Group website stated that "Gen. Kenney's attention was piqued at Lindbergh's statement and it was quickly decided that Lindbergh could continue flying as an observer providing he did not fire his guns." The quote continues, "However, if he did strafe a little no one would know ... and if he could get the "Spirit of St. Louis" all the way to Paris maybe he really could help increase the combat radius of the P-38 and other fighters."

On July 28, 1944, Lindbergh was flying one of the 475th's P-38's during a bomber escort mission and actually shot down a Japanese aircraft. During the dogfight, an enemy aircraft was on his tail and the other P-38's were able to chase off the enemy and they all returned safely to Biak.

Kenney grounded Lindbergh after that incident and Lindbergh started to return to the U.S., but not before

See LINDBERGH, Page 10



There is also an article about U.S. Navy Cmdr. Richard E. Byrd, famous Polar explorer. Both Lindbergh and Byrd loved aviation and wanted to further people's knowledge and enthusiasm of it.

On the day that Lindbergh landed The Spirit of St. Louis in Paris, Byrd was at Roosevelt Field, Long Island, dedicating his transatlantic monoplane, America before a crowd of 5,000.

Here's a bit of trivia for history buffs. The bottles used to christen America contained water from the Delaware River, taken from the point

and was a convincing witness that he would get there."

The Lindbergh's moved to England to escape the press after their first born son had been kidnapped and murdered in 1932. It was while he lived in England that Lindbergh was invited by the Nazi government to tour Germany's aircraft factories and Hitler awarded him a German medal of honor before World War II.

Lindbergh was dedicated to keeping America out of the approaching war and felt so strongly about it that he worked with an isolationist group called America First and resigned his





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Forget movie magic, NASA Armstrong has the real thing

by Jim Skeen
NASA Armstrong

Early in the blockbuster movie *Top Gun: Maverick*, U.S. Navy Capt. Pete “Maverick” Mitchell takes the secret hypersonic “Darkstar” airplane on an unauthorized flight test.

After using jet engines to power past Mach 3, roughly 2,300 mph, Maverick says he is transitioning to scramjet, and the Darkstar rockets to over Mach 10, about 7,600 mph. The heat at that speed causes Darkstar to come apart and the next time we see Maverick he is walking into a diner, having successfully ejected from the aircraft.

But what’s Hollywood and what’s real? Is flight at Mach 10 even possible? In the movie, Maverick is dubbed “the fastest man alive,” but who was the real fastest man alive? The answers

to these questions have ties to NASA’s Armstrong Flight Research Center at Edwards, Calif.

Is Mach 10 possible in the atmosphere? Yes. Spacecraft, such as the now retired Space Shuttle, reached 17,500 mph (nearly Mach 25) re-entering Earth’s atmosphere. In terms of aircraft, NASA’s uncrewed X-43A came closest to achieving Mach 10, hitting Mach 9.68 during a flight on Nov. 16, 2004. The flight research and testing was handled by NASA Armstrong.

The 12-foot-long X-43A was powered by an experimental scramjet engine, the type of engine mentioned in the movie. A scramjet draws oxygen for combustion from the atmosphere rather than carrying it like a rocket. The scramjet powered the X-43 for about 10 seconds, hitting speeds of 6,600 mph and temperatures of 3600 degrees Fahrenheit. The flight ended as planned, in the ocean.

“These demonstrations proved the viability of scramjet engine technology in a ‘real world’ flight environment and were the result of over 40 years of high-speed propulsion research within NASA,” Paul Reukaut, deputy project manager for X-43A flight research and

testing, said after the record-setting flights.

As for the “real” fastest man title, that honor still goes to William J. “Pete” Knight, who flew the X-15A-2 to a speed of 4,520 mph (Mach 6.7) on Oct. 3, 1967. Knight came close to having a fate like Maverick’s. During his record-setting flight, the X-15 was carrying a dummy scramjet engine underneath the fuselage. At high speeds, intersecting shockwaves from the scramjet and pylon had created roiling turbulent flows generating temperatures exceeding 2,800 degrees. The heat melted the dummy scramjet away and damaged the aircraft’s frame, ventral tail, pressurization lines, and electrical wiring. It never flew again.

The X-15 program was a joint

NASA/Air Force/Navy effort aimed at exploring the areas of high aerodynamic heating rates, stability and control, physiological phenomena, and other problems relating to hypersonic flight.

Hypersonic refers to flight at speeds greater than five times the speed of sound, which is roughly 3,800 mph depending on altitude and atmospheric conditions. Hypersonic also refers to an object, such as an airplane, moving so fast that it starts to change the chemistry of the air around it, breaking apart air molecules, and creating scorching heat.

The success of programs like X-15 and X-43 laid the groundwork for future hypersonic, both for national defense and commercial markets.



Above: Children walk around the Darkstar prop made for the *Top Gun: Maverick*. The prop was on display at the 2022 Aerospace Valley Open House, Air Show, & STEM Expo in Edwards, Calif. Left: X-15A-2 with ablative coating and external tanks installed parked in front of hangar.

LINDBERGH, from 8

stopping off in the Marshall Islands to visit with Marine Corsair units. He participated in bombing runs with 1,000 pound and 2,000 pound bombs mounted on the wings of the Corsair. His last combat missions were on Sept. 12 and 13, 1944.

It wasn’t until after the war, in May 1945, that Lindbergh was asked by our government to again evaluate Germany’s air capabilities and focus on their V-2 rocket program.

Lindbergh was interested in rocketry and was influential in obtaining financing for Dr. Robert Goddard. On Nov. 23, 1929, Goddard met with Charles A. Lindbergh. Through the personal efforts of Lindbergh, Goddard received a \$50,000 two-year research grant from the Daniel and Florence Guggenheim Foundation.

Eisenhower, aware of Lindbergh’s war service and historic contributions to aviation, later restored his military commission and promoted him to the rank of brigadier general in the U.S. Air Force Reserve.

Editor’s note: Some information in this article is courtesy of www.charleslindbergh.com, and the 307th Bomb Group website.

VETERAN, from 6

Philippines was signaled by the appearance of American warplanes, and the absence of Japanese fighters and bombers.

“At a certain point, there was no bombing,” he said.

The war that began with Japan’s attacks on Pearl Harbor and Manila ended in 1945 with the detonation of two atomic bombs.

Sailing in their outrigger canoe 17-year-old Fred and one of his brothers were spotted by an American P.T. boat speeding along in the strait between Mindanao and Samal. It was one of the small, fast patrol-torpedo boats of the kind skippered by future President John F. Kennedy in the P.T. 109 saga.

American sailors encountered two Caucasians in loin cloths, with wild hair, and native garb, who used sign language instead of English. Soon enough, an American landing craft stopped at the island, and transported the Emmerich family back to the big island of Mindanao.

“At first, they did not know what to make of us, and thinking we were German, they were not very friendly,” Emmerich recalled. “But once they understood who we were, we were welcomed with open arms.”

With sponsorship from an American family who befriended them in Manila, and with help from international Jewish organizations, at long last, they secured passage to the United States. Boarding a World War II Liberty Ship, they disembarked in

San Pedro, Calif., in 1948. They resettled in San Francisco.

A strapping young man at entry into adulthood, Fred soon found himself drafted into the U.S. Army.

“I was willing to serve my country,” he said. “I had a good time in the Army. I was willing to go to Korea, but the Army told me ‘That’s the last place you’re going. We need you elsewhere.’”

His mechanical aptitude and experience from an apprentice program served him so well that the Army decided they needed him working on base construction projects in a variety of locations including Elmendorf, Alaska.

He was quickly promoted from private to staff sergeant, of which he remains proud to this day. He was told his rise would be rapid if he remained, but he wanted to return to civilian life as a proud veteran and continue his training to be a tool and die maker.

Fred married JoAnn, a girl he met and courted in San Francisco. Together, they raised a family. As hard-working Americans, they worked hard, prospered and traveled, even returning to Frankfurt, Germany, where his odyssey began.

“Timing is everything,” he said. “I have always been lucky.”

Courtesy photograph

Mementos of Japan, and memories of Philippines Occupation.



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Lockheed heritage flight: Constellation, P-38 Lightning featured at air show

by Bob Alvis
special to Aerotech News

I got the call out last weekend to help with the Chino Planes of Fame Warbirds at the California Capital Airshow at Mather Field, and I can tell you it was pretty cool to be involved with history in the making.

Many of you are familiar with the Lockheed Constellation's eight-year restoration that Fighter Rebuilders did not too long ago. It has been at several events and showcased in all its glory around the country, but the appearance at the California Capital Airshow would have a unique look about it.

From the very beginning, I was excited to be a part of the air show Planes of Fame team. I was even given the opportunity to fly on the Connie but turned it down as I really needed my wheels at the show to work the hot ramp.

When I got there, it was late in the afternoon when I first saw those triple tails in the air. That beauty sure did not disappoint when it flared out over the runway and settled down to a perfect landing.

Taxiing up and standing in front of that beauty it's not hard to see why people feel that the Connie was the most beautiful plane ever produced.

So, back to the story of why this appearance was so special. Firsts happen at the California Capital Airshow all the time, but this first was going to warm my heart. For the first time since the 1940s, a Lockheed legacy flight was to happen that would have the Constellation and a Lockheed P-38 Lightning in the air together.

With the triple tail and the twin tails in the air together, many of us dubbed it the itriple doublei formation and, I can tell you, the record crowds who showed up both days were not disappointed with the history display they got to witness live and in person.

It's funny how so many people are attracted to the modern aviation offerings and you would think they would show very little interest in a

couple old birds flying around the skies but I can tell you from firsthand experience the crowds, when that beauty taxied up to its hardstand, was as deep and varied as I have ever seen at an air show and everybody wanted a picture or selfie with that amazing old airliner/work horse of yesteryear.

Yes, history was made, and it was no secret or mystery, as it was viewed by thousands. I was glad to be a small part of making it happen; I helped send the P-38 off on each of those flights on the weekend. I hope that many of you someday will get to witness these two birds together in the air at a future venue.

But for now, I'm sure we can agree we are living in special times — getting to witness so many amazing advancements in aviation while at the same time looking back at the planes that got us to where we are today.

Here's hoping that we get to enjoy these types of events for many years to come, and that future generations will be just excited as we are today seeing our aviation heritage fly in the skies as they were designed to do.

Until next time, Bob out ...



Photograph by Bob Alvis

Above: The Lockheed Heritage Flight consisting of the recently restored Lockheed Constellation and a Lockheed P-38 Lightning at the California Capital Airshow Sept. 23 and 24, 2023. **Left:** The author, Bob Alvis, in the cockpit of the Lockheed Constellation that was on static display and also flew at the California Capital Airshow, Sept. 23-24, 2023, at Mather Airport.



Photograph by Bob Alvis

The recently restored Lockheed Constellation on static display at the California Capital Airshow, Sept. 23-24, 2023.

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The items to be sold are generally described as follows: Furniture, clothing, tools and or other household items stored by the following persons.

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- 0376 Rush, Penny
- 0556 Garcia, Anna
- 0560 Winston, Ylonda

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- G576 Hidalgo, Flor
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The Undersigned will sell at public sale by competitive bidding at www.storagetreasures.com to end **October 21, 2023 at 10:00 am** on the premises where said property has been stored & which are located at: **Storage Solution Lancaster 42738 4th St E Lancaster, CA 93535** County of Los Angeles, State of California.

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 - Paul Jones Jr
 - Maryah Clements

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The Undersigned will sell at public sale by competitive bidding at www.storagetreasures.com to end **October 28th, 2023 at 10:00 am** on the premises where said property has been stored & which are located at: **Storage Solution Challenger Way, 42133 Challenger Way Lancaster, CA 93535** County of Los Angeles, State of California.

The following Property consists of: Furniture, Wall Art, Appliances, Personal Items & More

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 - Gerald Lewinson
 - Bud Ruffineli
 - Krishna Phillips
 - Shawnette Snowden
 - Sidney Oliver
 - Mark Vincent

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- ✓ Our Hometown Heroes promotion, offering \$1,000 off of options or closing costs for military, aerospace employees, and others working for the safety of their community^{*}
- ✓ Special interest rates, closing cost reductions, base price discounts, "No Cash to Close" refinancing^{^^} and more

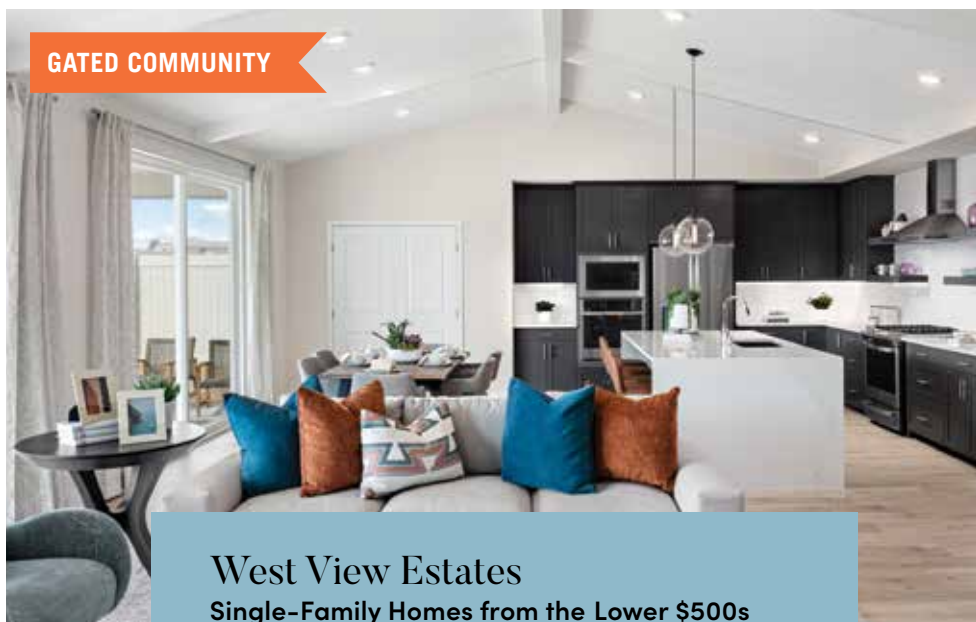


SCAN TO LEARN MORE

Contact us today to learn more and schedule an appointment—we'd love to hear from you!

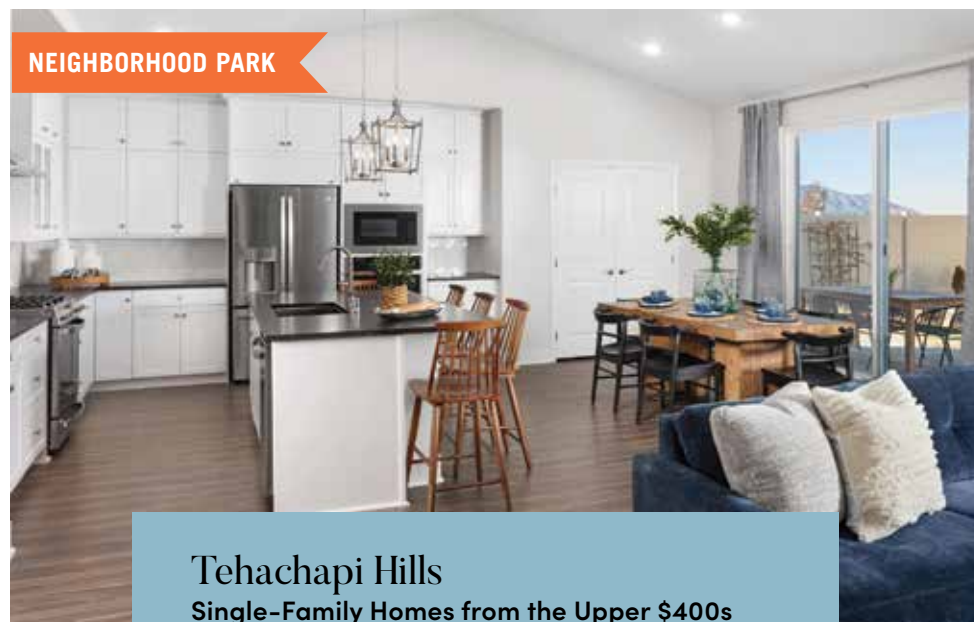
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GATED COMMUNITY



West View Estates
Single-Family Homes from the Lower \$500s

NEIGHBORHOOD PARK



Tehachapi Hills
Single-Family Homes from the Upper \$400s

^{*}Tehachapi Hills is offered by K. Hovnanian Communities, Inc.. Sales Consultants: Miranda Ezell DRE#02068397 and Michelle Roybal DRE#01967793. West View Estates is offered by K. Hovnanian at West View Estates, L.L.C.. Sales Consultants: Damien Felix DRE#01985204 and April Mirabella DRE#02083596. ©2023 K. Hovnanian California Operations, Inc. DRE#01183847. All dimensions are approximate. Features and options may vary. Unless stated hardscape, landscape and decorator items not included. K. Hovnanian California Operations, Inc. reserves the right, at its sole discretion, to make changes or modifications without prior notice. Value of Heroes incentive not to exceed \$1,000. Unless otherwise specified, incentives may be applied towards closing costs, upgrades or options. Offer may not be available in all communities. Incentive must be included at the time of contract. Offer valid for owner occupants only. Additional conditions or restrictions may apply. To qualify for the incentive, applicant must show proof of eligibility at the time of contract signing. To be eligible the applicant on the contract and mortgage must show proof of military or employment status with an ID card or other official documentation. Void where prohibited by law. Incentive is per applicant. Seller contribution limits may apply and affect maximum financing. Maximum closing cost assistance may vary based on the purchase price, product and occupancy. The incentives are based on the use of K. Hovnanian American Mortgage, L.L.C. ("KHAM") for financing or an all cash purchase. If KHAM or all cash is not used, the incentives will be reduced by \$1,000. K. Hovnanian American Mortgage, L.L.C. 3601 Quantum Boulevard, Boynton Beach, FL 33426. NMLS #3259 (www.nmlsconsumeraccess.org). Licensed by California Department of Financial Protection and Innovation under the California Residential Mortgage Lending Act. Lic. #4130532

[^]Special Financing Incentives may vary and are subject to change without notice. Special Financing Incentives may not be combined with any other offers. Seller contribution limits apply and may affect maximum financing. Maximum closing cost assistance may vary based on the purchase price, product and occupancy. Special Financing Incentives are based on the use of K. Hovnanian American Mortgage, L.L.C. ("KHAM"). K. Hovnanian American Mortgage, L.L.C. 3601 Quantum Boulevard, Boynton Beach, FL 33426. NMLS #3259 (www.nmlsconsumeraccess.org). Licensed by California Department of Financial Protection and Innovation under the California Residential Mortgage Lending Act. Lic. #4130532

^{^^}Offer is subject to program requirements, credit and underwriting approval, and use of K. Hovnanian American Mortgage, L.L.C.(KHAM) for the financing of your K. Hovnanian Home purchase. Limited to one-time refinance per household within the first three years from KHAM closing date. Offer excludes government recording costs or transfer taxes, funding fee, upfront mortgage insurance premium fees, interest per diem or escrow funds set up. Equal Housing Opportunity. K. Hovnanian American Mortgage, L.L.C. 3601 Quantum Boulevard, Boynton Beach, FL 33426. NMLS #3259 (www.nmlsconsumeraccess.org). Licensed by California Department of Financial Protection and Innovation under the California Residential Mortgage Lending Act. Lic. #4130532. See a Sales Consultant for full details. Equal Housing Opportunity.

The list price for qualifying quick move-in homes may reflect a portion or all of the base sales price reduction.