

# FAAHS REPORT

Vol. 1  
No. 1

Florida Aviation/Aerospace Historical Society

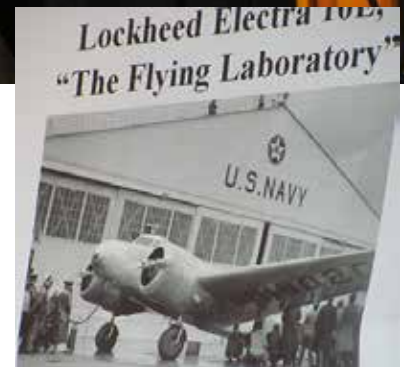
## FAHS Sponsors Museum Night



Museum Director Rui Farias



FAHS Member Dr. Warren Brown and Speaker Mike Campbell talk before his presentation.



captured crowd of 100. Museum Director Rui Farias, welcomed everyone to this Thursday evening Museum event and gave the microphone over to Dr. Brown to introduce Mike . From then on, the conspiracy of Amelia's disappearance was presented.

Mike presented many remarkable and enlightening new findings, eyewitness accounts and analysis, and never-before-published revelations.

This event at the Museum was one of several FAHS hopes to sponsor to help the Museum raise money for the updating of the Flight One Gallery where the full scale Benoist hangs.





# FAHS REPORT

Volume 1 #1

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If you are reading this, chances are you are a member of FAHS and we have your e-mail.

This new e-magazine is an idea FAHS is exploring to produce every month when our printed publication *Happy Landings* is not mailed to you.

You might have noticed that we have added an extra A in the masthead name, *Aerospace*, to expand our purpose and interest the younger generation in not only flying but also space exploration.

We will present aviation articles from the past, the present, and the future. You will read articles on FAHS members and their aviation history; the start of the Benoist Airboat and how Tom Benoist made history in St. Petersburg, Florida; what was early aviation like; current aviation events such as Sun 'n Fun and the Florida Hall of Fame; Young Eagles; and the list goes on.

One feature will be a continuing publication of the book, *Child Yank Over The Rainbow-1918*. This book is written by FAHS member Dr. Warren Brown who has given us permission to reprint it as the book is no longer available. It tells a vivid day-by-day living history of 3 young Americans in the First World War.

Advertising will also be available and if you have a web site, your ad will link to it. FAHS membership is nation wide so your ad gets tremendous exposure.

We hope you like what you read here in Volume 1, Number 1 of this new e-magazine. Send us an e-mail.

Oh, yes, if you know of some one who would enjoy this magazine, send them a gift subscription of \$10 and mail your check to Dr. Brown at the address above...don't forget to include their e-mail.

*Mary*

Mary Fletcher, Editor

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# Good Turnout For FAHS Annual Luncheon



Dr. Warren Brown brought some of his recent aviation paintings for exhibit.



2014 President Will Michaels, Bill Buston and David McLay talk



Members are shown enjoying the luncheon

The FAHS Annual Luncheon was held at the Saint Petersburg Yacht Club, Saturday, February 6. Thirty-one members and guests enjoyed good food and fellowship.



Following lunch, Mary Fletcher introduced the new officers elected in January: They are: Mary Fletcher, president, Ron Streicher, vice president, Clive Newcomb, secretary and Dr. Warren Brown, treasurer. Mary thanked past president Chris Fiore for his years of service to FAHS and hoped he will continue to play an important role in Florida Aviation. Mary then introduced FAHS member and speaker David McLay who gave an excellent power point presentation on *Berlin - 1945-1990...a historic and tumultuous era*. Captain David McLay, Pan American World Airways, retired, is active in many organizations in the Tampa Bay area. Following his

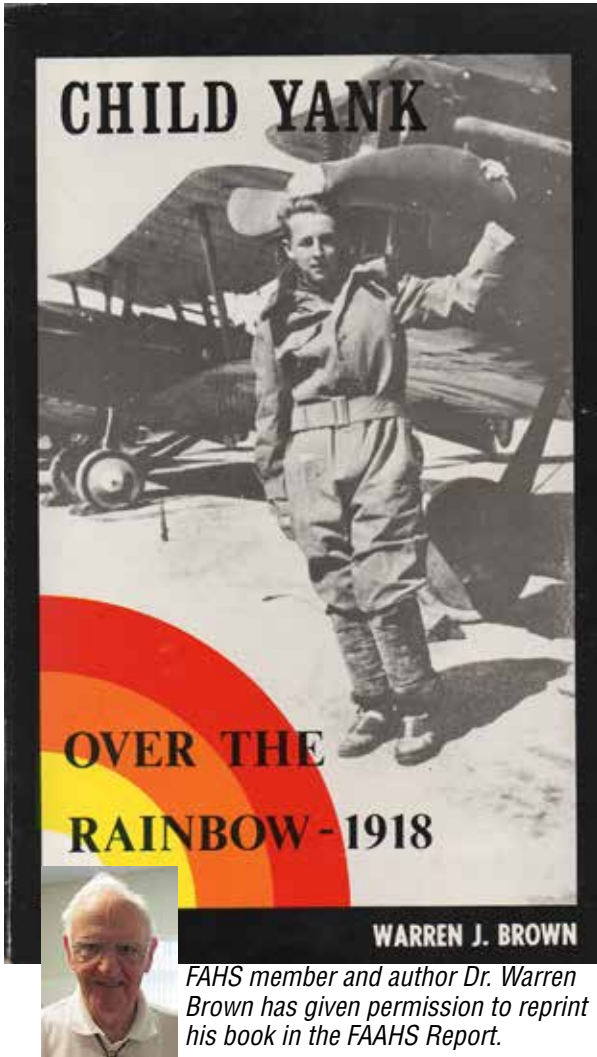
presentation, David took questions from the audience.

Mary thanked everyone for coming and passed out a flyer on author Mike Campbell, who will be at the St. Petersburg Historical Museum Feb. 11, sponsored by FAHS, as a fundraiser for the Museum.



# Child Yank-Over the Rainbow-1918

## Chapter 1 - The Coming Storm



In 19114 Gunther Wolff was in his third semester of medicine at Kiel. He wrote:

"Prior to World War I, each year in June there had been a well-known regatta which was similar to the famous regatta of the Isle of Wright in England. The English Navy had sent six of the most modern cruisers to Kiel to represent the English Crown during the races. These six cruisers, together with the same type of German dreadnoughts, made an excellent show within the harbor.

On one of the first sailing days of the regatta I was sailing with some friends from our yacht club. We were enjoying the beautiful view of the regatta when, suddenly the sails of the "Meteor," the German Emperor's yacht, went down. In a matter of minutes the sails of all yachts were likewise furled. Returning to the harbor we saw that all the English and German warships were half-staffed with the Austrian flag.

Upon docking, we learned that the Austrian Crown Prince, Archduke Ferdinand, had been killed. From that moment on the whole world situation was very tense; and it grew increasingly more tense within the next weeks. However, Wilhelm II, the German Emperor, had stated his yearly northland cruise to Scandinavia in an effort to pacify the atmosphere of war talk."

A professional German soldier was serving near the Russian border with the cavalry wrote:

"In all the newspapers at this time there was nothing but inflated stories about war. But, for some months, we had become accustomed to such war talk. We had packed up our service kits so often that it became boring and we no longer believed in war. We, who were on the border and the eyes of the army, believed least in the possibility of war.

One day, a district magistrate visited us in the midst of a celebration. He explained to us that he had come to the border personally to convince himself whether the rumors of the impending world war were true. He took it, quite correctly, that the best information could be obtained at the border. Now he was more than a little surprised to see this peaceful picture. We learned from him that all of the bridges in Silesia were being guarded and the fortification of some important places was being considered. We quickly convinced him

that war was out of the question and continued our celebration. **The next day we went to war!"**

The German attack upon Belgium and France came with terrible force and suddenness. Three armies of almost a million and a half men, clad in a specially designed gray/green uniform, swept in three mighty streams over the German borders.



German troops marching through Belgium, September, 1914.

Seventy thousand heroic Belgians, manning the border defense fortresses, were able to delay the main German thrust for ten days. Their heroic defense at Liege delayed Germany's plans and enabled the first British Expeditionary Forces (BEF) to

land in France and Belgium. Contact between the Allied forces was speedily established and a wavering concerted combined resistance to the advance of the enemy was made possible.

The German Army, however, followed by huge lines of supplies, swept resistlessly forward until it encountered the entrenched French and British on a line running from Mons to Charerai.

E. Alexander Powell, special correspondent for the *New York World*, visited the advancing German front and filed the following report:

"Half a mile out of Sotteghem our road joined the great highway which leads to Paris. Here we found ourselves in the midst of the German Army. It was a sight never to be forgotten. As far as the eye could see stretched solid columns of marching men pressing west. The Army was advancing in three mighty columns along three parallel roads.

The American flags which fluttered from our wind-shield, proved our neutrality in themselves and as we approached, the close-locked ranks parted to let our auto pass. For five solid hours we motored between walls of marching men. In time, the constant shuffle of boots and the rhythmic swing of gray-clad arms and shoulders grew maddening. We passed regiment after regiment,

*continued on Page 5*



brigade after brigade of infantry; then Hussars, Uhlans, field batteries, more infantry, more field guns, ambulances with red crosses painted on their canvas tops; then gigantic siege guns, their grim muzzles pointing skyward, each drawn by thirty straining horses. Engineers, sappers and miners, carts piled high with what looked like masses of yellow silk but which proved to be balloons. Bicyclists with carbines slung upon their backs, aeroplane outfits, spectacled doctors, armored motor cars with curved steel rails above them as protection against the wires which the Belgians were stringing across the roads, more Uhlans, the sunlight gleaming on their lance tips—all sweeping by, irresistibly as a mighty river, with their faces turned toward France.

The men were all young, and they struck me as being as keen as razors and as hard as nails. Their equipment was the peak of efficiency, serviceability, and comfort. The color of their uniforms was better than any of the shades of khaki; a hundred yards away a regiment seemed to melt into the landscape.

I was impressed with the fact that every contingency seemed to have been provided for—nothing was left to chance. The maps of Belgium, with which every officer was provided, were the finest examples of topography I have ever seen. At one place I saw a huge army wagon containing a complete printing press drawn up beside the road, and the morning edition of the *Deutsche Krieger Zeitung* was being printed and distributed to the passing troops. Its news matter consisted mainly of accounts of German victories of which I had never heard, but which seemed to cheer the men. Field kitchens serving hot soup to the marching men, who held out their tin cups without leaving the column. There were wagons filled with army cobblers, mending the soldiers' shoes. The medical corps were magnificent. One section consisted of pedicurists, who examined and treated the feet of the men. At one crossroad I saw a soldier with a clipping machine. When he spied a soldier whose hair was too long, that soldier was called out of line. They must have cut a hundred men an hour. The whole army never slept. When half was resting the other half was advancing.

The German soldier is treated as a valuable machine, speeded up to the highest possible efficiency. He is well-fed, well-shod, well-clothed. Only such men can march thirty-five miles a day, week in and week out."

Across the Atlantic on a crowded side street in Philadelphia, a group of boys were playing stick ball. Suddenly a young girl came running down the street screaming, "Hey Jo Jo, war has been declared in Europe!"

Jo Jo looked at her anxious face and smiled. By this time the boys were crowded around. "Listen, Kids," he said, "as long as my name is Joe Boudwin you can forget it. there are 3,000 miles of ocean between Philadelphia and France and if those guys over there want to kill each other, that's their business, let's get on with the game."

That night America dozed into slumber, safely protected by two oceans. Three years later, she would awaken, no longer an isolated nation of 93 million, but a country fully aware, that it was finally her turn to "Save the world for democracy!"

## **Chapter 2 - The Invasion of Belgium and France, 1914**

As the German war machine grounded its way through tiny Belgium it was harassed by both civilian and military alike. Stragglers in uniforms behind hedges as well as civilians with sporting rifles

in windows, constantly sniped at their advancing columns.

Because of the terrain, full of hedges and forests, tiny villages and hills, the Germans were unable to take adequate counter action. It was a paradise for guerilla warfare. Consequently, it wasn't long before pillows of smoke and flame soon belched up into the sky. Civilians caught with rifles were given short mercy. Stories of atrocities and "Hunnish" acts spread from village to village and soon, long lines of refugees flooded the roads leading out of the battle areas.

The bulk of the refugees did not return home. Half-a-million crossed into Holland and 200,000 found refuge in England. Their stories soon echoed round the world.

On August 3, 1914, the British Army was so small as to be a mere drop in the ocean of armed men who were hurrying to confront one another on the plains of Belgium. It was derisively described as a "contemptible army" by the Kaiser himself. And yet, in the first three months of the war, this little army, varying in numbers from 80,000 to 130,000, may justly claim to have moulded part of the history of Europe. This was the old, regular army, led by the best in the land. Much of it was far away across the seas, guarding the outposts of the Empire. A certain proportion, however, was at hand, and with a smoothness and quickness, 50,000 infantry, with its artillery and five brigades of cavalry, were shipped off to France almost before the public had fully realized that England was at war.

With the German failure in the fall of 1914, the first chapter in the Great War had ended. The First British Expeditionary Force, the BEF, was no more. Of the bronzed cheery men who had sailed to France in August, more than one-third lie buried beneath the soil of France and Flanders.

On October, 24, 1914, the following notice appeared in the *London Times*: "A commission has been set up in London under the title of the "American Commission for Relief in Belgium. A Mr. Herbert Hoover has been summoned from his post as an American representative in a great London mining house to take over the leadership." This brilliant humanitarian would later become the first "non-paid" President of the United States—his entire salary would be donated to charity.

To the American observer it seemed as if nothing could save France. Even though the French had been defeated on numerous occasions they had never been routed; even though they had lost more than one-third of their effective troops, they were still organized.



A French 75 mm gun in action. This gun weighed 2,700 lbs. and was capable of hurling a 16 lb. projectile over four miles at a rate of 6-15 per minute.

On September 5, 1914, the German forces had reached within ten miles of Paris. The retreating Allies then turned to fight the now weary hungry enemy, and reinforced by 3,000 fresh troops sent to the front by Parisian taxi cabs, they started to push the Germans back to north of the Alsne River. And thus it was as the Winter of 1914-1915 began.

**TO BE CONTINUED**



# WASP Luncheon

Sponsored by The Ninety-Nines, Inc.

To Honor the Women Airforce Service Pilots for their Service



Of the hundreds who volunteered only a few remain to tell their stories. Many plan to attend the luncheon. Be a part of living history and join us in honoring their service.

"If the nation ever again needs them, American women will respond. Never again will they have to prove they can do any flying job the military has. Not as an experiment. Not to fill in for men. They will fly as commissioned officers in the future Air Force of the United States with equal pay - hospitalization - insurance - veterans' benefits..."

- \* **Thursday, April 7, 2016**
- \* **Sun 'n Fun Fly-In at KLAL**
- \* **In Buehler hangar (next to Museum)**
- \* **11:30 a.m. hangar opens, 12:00 p.m. luncheon.**
- \* **\$20.00**



## WASP Bee Haydu Earns Doctorate

One regret WASP Bernice "Bee" Haydu had was that she was never able to go to college and get a degree. Her early life as a WASP and then her lifelong career in aviation kept her busy.

Enter Deb Henneberry, from Vaughn Aviation College. Deb made some phone calls and got to work.

In May 2015, in an auditorium full of friends, family and Ninety-Nines, Bee was awarded an honorary doctorate degree recognizing her lifelong contributions to the aviation industry.

At the age of 94, Bee Haydu realized her dream of a college degree. Bee proved once again....**never give up on your dreams.**







These bugs will change us in space, in ways we can't predict, given that the longest anyone has spent in space is 2.2 years. Maybe they'll result in obese, depressed astronauts. And being locked in a metal box rarely makes people less depressed or anxious, conditions that an off-kilter microbial colony could exacerbate. They could even leave the crew violently ill and dying. Infectious diseases spread easily in closed containers. An immune system compromised by unforeseen microbial changes could only make matters worse.

A typical human's microbiome, the collection of tiny organisms that live on and inside the body, may contain up to 10,000 species.

They're all doing something different, and they're all connected. These organisms and we ourselves are also connected to our environment. On a spaceship, environment means air, metal, silicon, plants, water and other passengers, each with its own microbe collections. The microbes clinging to those people, places and things will become part of each astronaut.

It makes you wonder, what, really is a human?

If the organisms that live inside us can change our immunity, appearance and mental stability, they aren't just part of us: They are us.!

Investigations are underway on just how microbes can change depending on their environment including space, and how those changes affect humans. These aren't trivial adjustments. During a space flight, astronauts are exposed to stresses such as radiation, microgravity, and change in the diet. Long-term exposure to these stressors may alter the composition of the crew microbiome at a level that poses a risk to their mission.

We already know how some microbes, outside the human body, alter their behavior in space. In seven



**Is your spaceship going to be manned?** If the answer is Yes, microbes could ruin the whole mission. The truth is we simply don't know about how long-term spaceflight affects the microorganisms inside us.

These microbes outnumber our cells 10 to 1, and we're only beginning to learn how much influence they wield. Depending on their composition, those bugs can keep disease away or cause illness, slim us down or fatten us up, even induce depression or calm anxieties—all facts we have discovered in the past decade.

separate space shuttle missions, researchers found that E.coli reproduced twice as fast. And Salmonella Typhimurium, which could lurk in the food aboard, could become more virulent and deadly after just a few days on shuttle mission STA-115—imagine the stomach-virus epidemics that have plagued cruise ships, but compounded by the challenges of outer space. Medicines have shorter shelf lives, too, so the pills astronauts leave with might be ineffective by the time they return. The normally deadly Staphylococcus aureus quickly becomes benign in

microgravity.

We know only the basics of how these microbes change. Individual genes can turn on and off in different circumstances, and space is an awfully different set of circumstances than Earth. While DNA remains the same, a microbe's ability to read a given DNA sequence can change unpredictably. This, only hints at what might happen to the microbes inside astronaut's bodies.

NASA has teamed up with genomic research firm the J. Craig Venter Institute to fund a study of space station astronauts. For six months starting in Sept. 2014, people in orbit provided gifts of feces, saliva and blood. Back on Earth, researchers are now combining the samples "biological baggage" with environmental readings like temperature and humidity, mashing them up to tell a full story of how circumstances affect the microbe population inside the digestive tract.

And last March, the space agency began a twin study comparing the microbiome of astronaut Scott Kelly with his Texas-based twin (and former astronaut) Mark Kelly. What we learn from these and future studies will be the first small steps allowing Starship travelers to make giant leaps into space.



(Information for the above was taken from Sarah Scoles fine article which appeared in the March 2016 edition "Discover" magazine.)

**YOU'RE INVITED**

# **FLORIDA AVIATION HALL OF FAME**

## *Awards Ceremony*

### **Sunday April 10, 2016**

Inductees will be: **Mary Frances Housley**  
**James C. Ray**  
**Phillip Waldman**

**with the program as follows:**

**10-11 AM:** Watch volunteers from the FAHS assemble a scale Benoist model

**11-1PM:** Movie: *Flying the Feathered Edge - The Bob Hoover Project*

**1PM:** Florida Aviation Hall of Fame Class of 2016 Inductions

**2-3 PM:** Meet and Greet the Class of 2016 and past honorees...refreshments

**Everyone Welcome - No Charge to Attend**

**AEROSPACE**  
Center For Excellence

