Al Newman Sr.'s World War II Experiences

Al Newman, Sr. gave an outstanding presentation about his experiences in World War II while he was in the Navy. He graduated from the Academy in 1943 – he said he played the piccolo while he was there. He had his boot camp in Jacksonville, Florida, in 1943. While in the Navy, Al said he was shuffled from one place to the next for different kinds of training. He went to the Net center for Morse code training (he's still a ham radio operator) and then gunnery school. He said he partially lost his hearing while shooting skeet.

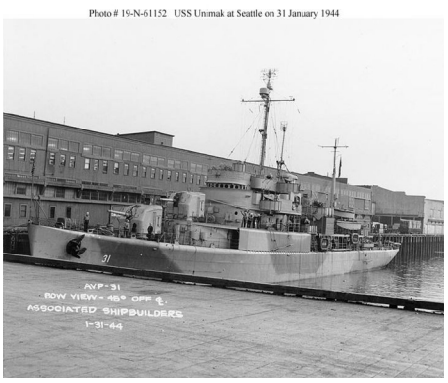
After training he went to San Diego, California, and boarded a small passenger liner, the S.S. Yukon, which had been converted to a troop carrier, and headed for Alaska – Dutch Harbor to the Bering Sea. Here is some information about the S.S. Yukon.

World War II changed Alaska forever. Thousands of troops built and manned coastal fortifications (including many large facilities around Kodiak Island). Parts of Alaska were bombed and invaded, the only U. S. soil to suffer invasion in the entire conflict. Many of the ships used to transport troops and supplies in the early days of the war were requisitioned from commercial firms such as the Alaska Steamship Company.

This rare photo shows the SS Yukon, after running aground in a blizzard in the early morning of February 3, 1946. This was after Al transferred from the Yukon to the Unimak The surf ripped away most of her stern. There were over 500 people aboard, and a total of eleven were lost when the ship broke apart and later as they attempted to launch lifeboats in heavy seas. The ship was still in military garb, with gun turrets still in place, and was under charter to the U. S. government at the time. (From the J. O. Lund collection).

After his stint aboard the S.S. Yukon, where he said there were decent quarters, he was assigned to the U.S.S. Unimak, which was launched in May 1942. After its shakedown and fitting out in January 1944, it headed to the United States West Coast, through the Panama Canal and arrived at San Diego in August 1945. She got underway for Pearl Harbor, Hawaii in August 1945. She was en route when hostilities with Japan ended on 15 August 1945 bringing World War II to a close. Al said he was discharged from the Navy in Jacksonville, Florida.

The Navy loaned Unimak to the United States Coast Guard in 1948 and she was commissioned as Coast Guard cutter USCGC Unimak in 1949. She was reclassified as a high endurance cutter and in 1966 the Navy permanently transferred her to the Coast Guard. She was used to patrol ocean stations, providing weather reports and data, conducting law-enforcement and search-and-rescue operations, and providing communications assistance to ships and aircraft in the North Atlantic. She also conducted United States Coast Guard Reserve training cruises. She was redesignated WTR-379 in 1969. She was decommissioned in 1975, but recommissioned in 1977, again designated WHEC-379, and stationed at New Bedford, Massachusetts. She was used primarily for fishing patrol, but also conducted law enforcement and search and rescue operations, during her second period in commission. Unimak was decommissioned and transferred to the Navy in April 1988, and was sunk as an artificial reef off the Virginia coast.



SHORT FINAL

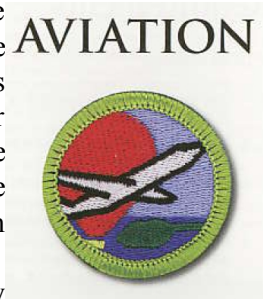
AVweb January 12, 2012

This was heard at New York's JFK Airport:

Air Carrier: "Kennedy tower, how do you read?"

Kennedy Tower: "Usually from left to right."

2012 BSA Merit Badge University



On Saturday, March 10, EAA 172 Member Steve Amster will be handling aviation merit badge training for the Boy Scouts of America in Thomson. He will be conducting the BSA Merit Badge University of the local Georgia-Carolina Council. He said that this date is the same as the scheduled Fish Fry Fly-in but he is soliciting a volunteer or two to help him conduct the merit badge training at Thomson-McDuffie County Airport – KHQU, perhaps in the afternoon. He said that this will be his fourth year in this activity. In the morning, he will go over the classroom type items. He wrote on March 4:

"Nine Scouts signed up for the merit badge, fewer than prior years (many other Scouts are concentrating on Eagle-rank required badges -- overall, the total signed up for Merit Badge U. is the most ever). Five Scouts have parental permission to fly. I shall be keeping an eye on the weather for next weekend. Not at all promising for conducting the flights, but that may change -- rain, gusty winds, likely broken to overcast."

He said that he usually takes up two scouts at a time for 15 minutes flights in his Cessna 172SP over the city of Thomson while those scouts on the ground prepare and fly their foam plate gliders and perhaps get an aircraft hands-on walk-around by pilots. He did write, "According to BSA rules, only aircraft with standard airworthiness certificates may be used on orientation flights" so no experimentals such as RVs. Contact Steve if you wish to fly scouts. He wrote that the BSA requires pilots to have at least a private pilot's certificate, a current medical certificate, be current under FAR 61 to carry passengers, and have at least 250 hours total flight time. But Steve said that he needs pilots to bring in their aircraft of any type to display them to Scouts and explain aircraft theory and operation to them.

Earlier this year EAA President Rod Hightower said there is a newly forged partnership with Boy Scouts of America. EAA has reached an agreement with Boy Scouts of America to expand aviation programs for Explorer Scouts, re-write the Aviation Merit Badge book, and collaborate directly for the first time with scout troops around the country.

Contact Steve Amster at: 706-951-4536 **amsters@pol.net**

IS A GLASS PANEL SAFER?

The safety records of airplanes with glass panels are about the same as airplanes of the same model with analog cockpits [steam gauges], according to a new study by the Air Safety Institute, a division of the AOPA Foundation. However, "glass-panel aircraft may be more susceptible to accidents during takeoffs, landings, and go-arounds," the study found. The available data were insufficient to conclude what caused that difference. Some factors, according to the study, might include transition training, a tendency to fixate on the glass panels instead of external cues, or difficulty in interpreting airspeed and altitude from the glass-panel readouts compared to interpreting analog displays.

The available data were insufficient to conclude what caused that difference. Some factors, according to the study, might include transition training, a tendency to fixate on the glass panels instead of external cues, or difficulty in interpreting airspeed and altitude from the glass-panel readouts compared to interpreting analog displays. The complete study, which provides an exhaustive and complex analysis of the data, is available free online (PDF).

While glass panels may have advantages that cannot be documented—for example, there is no way to know how many pilots may have used them to successfully escape VFR flight into instrument meteorological conditions—an analysis of accident data from 2001 to 2010 suggests that overall, glass cockpit displays had a "negligible" effect on the accident patterns among similar aircraft. "What you have on the panel doesn't matter nearly as much as what you're flying and how you're flying it," said Air Safety Institute Manager of Aviation Safety Analysis David Jack Kenny.

He writes that pilots who fly in technologically advanced cockpits should learn them thoroughly, and the lack of standardization and model-specific training remains an obstacle. In the days before glass, instrument interpretation skills learned in one aircraft transferred easily to another; there are many variations among glass panel displays. Pilots should take time—preferably on the ground—to master the systems. (Information from *AVweb Flash* 03/01/12 and *AOPA* e-Pilot, 03/02/12)