



# Vanguard Eagle

San Diego Chapter  **TWA**  **U-S AIR** February 2019

Annual Membership Donation (per single or couple - includes newsletter subscription) \_\_\_\_\_ \$ 20.00

Please submit membership donations to Kay Bays, Vanguard Treasurer, 5038 September Street, SD, CA 92110



*Happy Valentines Day*

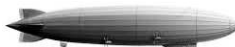


### ---Time for Renewal---

The Holidays are behind us, and we hope that most of you are able to renew your subscription to the Vanguard Newsletter. \$20 dollars for the year. Send your renewal to **Kay Bays, 5038 September Street, San Diego, CA 92110**, or bring your check or cash for Kay at the next Vanguard meeting.

### ---The 8 January 2019 Vanguard Meeting---

We had a good turnout for our January 2019 meeting on 8 January 2019. Nineteen members were in attendance, compared to six, for January 2018. Irene gave us news about several of our members. Dick McCormick informed us that Gerrit "Gary" J, Vreeken had passed away 5 October 2018, and that Bob Solsback was suffering from cancer. The 50/50 drawing was won by Alice McCormick and the birthday drawing winner was Ruth Annunziata.



The guest speaker for January 2019, was provided by Mary Price and it was Karen Scanlon, who has given us some previous presentations about the Lighthouses of San Diego and the early development of aviation and airports in San Diego. The topic this time was "**The Short and Perilous Career of US Naval Airships**". What we are talking about here are solid frame dirigibles (680-785 ft long) not the current blimps, (200 ft. long) which are smaller inflated balloon-type airships. The Zeppelin type dirigibles were used by Germany during WWI. After the war, Admiral William A. Moffett, of the US Navy, who was the chief proponent of Naval Aviation, lobbied for a fleet of these large airships to monitor the shores of the United States for the presence of enemy U Boats (submarines). Approval was gained for construction of 5 airships.

The first was the **U.S.S. Shenandoah**, (ZR-1 *Zeppelin Rigid*, 680 ft long) built in Lakehurst, New Jersey, and powered by six Packard engines (later reduced to 5) It had a somewhat short lifetime, launched 20 August 1923 and crashed in a storm on 3 September 1925 at Caldwell, Ohio. Rear Admiral Moffett had proposed to use it in the Arctic, as the slow speed ( 0 - 70 mph tops) would be more suited to exploration rather than fixed wing aircraft, which operated at around 200 mph and could not hover over targets. But that idea was dropped after a storm damaged her tail and one of the 20 helium cells on 16 January 1924. After repairs were made, the airship made a successful crossing of the US from Lakehurst New Jersey to San Diego, California and north to Washington State. On 5 September 1925, the Shenandoah ran into a storm over Ohio and crashed killing 14 of its crew, including the commander. The ship had broken into 3 sections which hit the ground at different

locations near Caldwell, Ohio. 25 men survived by riding their sections to the ground as their section slowly lost gas and descended to earth. Those killed were in the control cabin which was much heavier and dropped much faster.

The second ship **ZR-2** ( 695 ft) was built in England and was contracted by the English government during WWI. When the war ended the government cancelled the project and the US Navy bought the almost finished airship for almost 2 million dollars, a hefty sum in those times. It was built in Cardington, England and made its first flight on 23 June 1921. Two more exploratory flights followed, and modifications were made after each one. American personnel were part of the crews to test fly the craft in preparation for commissioning. The fourth test flight was on 23 August 1921 and ended fatally. Going to full power and making various maneuvers caused the airship to break up, and it fell into the Humber River. Of the 49 crew members, only five survived the crash, one was American. 16 US Naval officers and crew died in the crash.

The third airship, the **U.S.S. Los Angeles (ZR-3)** (652 ft) was built in Friedrichshafen Germany as part of the WWI German war reparations. Because of British opposition to a new German Military Airship, the ZR-3 was allowed no military gear, but was built to accommodate a large crew as well as passengers, in line with its civilian usage. It left Friedrichshafen Germany on 12 Oct 1924 and was flown non-stop to Lakehurst, New Jersey, where it landed on 15 Oct 1924. (3 days) This was the first non-stop flight over the Atlantic before Charles Lindbergh did it again in 1927. The captain and crew who flew the airship to New Jersey were German and were given a parade in New York City. The Los Angeles was the only airship of the five built, to survive intact until its retirement in 1939 when it was dismantled and struck from the Navy's List. During its tenure, a test was made of an aerial hook system to catch small fixed wing aircraft, which would then be stored in the interior of the fuselage. The test was successful and the last two airships built by the Navy, the Akron and the Macon, had the hook installed to use for the Curtis F9C Sparrowhawk mini fighter aircraft. The last two airships could carry from 3 to 5 of these mini planes while cruising.

The fourth airship was the **U.S.S. Akron, (ZRS-4 *the added S stood for Scout*)** (785 ft) built by Goodyear in Akron, Ohio and was commissioned on August 8, 1931. The Akron carried the Sparrowhawk fighters like its twin sister, the Macon, but had a very short lifetime. On 3 April 1933, after leaving Lakehurst New Jersey, she encountered a storm and its nose went skyward, so the crew tried bringing it down by moving forward in the interior. When its tail hit the sea, it was slowed down, and went into the sea with its full crew of 76 men, of which only 3 survived (Including its captain) and were picked up by a German tanker.

The fifth airship was the **U.S.S. Macon, (ZRS-5)** (785 ft) also built in Akron Ohio. It was the second airship to carry the Sparrowhawk mini fighters. The Macon was commissioned on March 11, 1933 and her first flight was in April 1933. Again, the Macon, like her sister ship Akron had a very short lifetime and went into the sea off the coast of California on 12 February 1935. Three of the air bags had burst in the craft and the crew was unable to stabilize the ship, so the commander ordered the crew to evacuate the Macon as its tail hit the sea. This time all but 2 of its 83 man crew were rescued, including its captain, who had also survived the Akron sinking.

Karen told us she found an article in the Union Tribune written by the daughter of the first commander of the U.S.S. Shenandoah, Frank McCrary, who was very proud of the role her father had played in the Naval Airship history. With the decommissioning of the USS Los Angeles, the era of Airships ended for the US Navy. Blimps continue to be used by the Navy and have had a much better service record and far lower costs than the rigid airships of the 1920s and 30s, but the spectacular sight of these gigantic airships was never forgotten by those who got to see them in flight.

Happy Birthday *Vanguards*



Feb 1 – <b>Ron Burgess</b>	Feb 12 - <b>Margaret Ryan, Juanita Gibson</b>
Feb 2 - <b>Cecil Goddard, Jim Wilson,</b>	Feb 14 - <b>Rosemary Dahlem</b>
<b>Jeanne Welch</b>	Feb 15 - <b>Irene Garrett</b>
Feb 4 - <b>Raymond Metcalfe</b>	Feb 16 – <b>Mary Pelletier</b>
Feb 5 – <b>Edward Dillon, Mildred Donley</b>	Feb 19 – <b>Lloyd Davis</b>
Feb 7 – <b>Julita Chabot</b>	Feb 24 – <b>Linda Steven</b>
Feb 8 – <b>Paul Anderson</b>	Feb 26 – <b>Jim Donley</b>
Feb 9 – <b>Sue Parsons</b>	Feb 27 – <b>Clara Stewart</b>
Feb 11 – <b>Mary Cox, William ‘Bill’ Larsen</b>	Feb 29 – <b>Dorothy Stey</b>



Feb 22 - **Bruce and Mary Hunter (1969)**



Oct 5, 2018 - **Gerrit J. Vreeken**

We were informed by Dick McCormick that Gerrit had passed away on 5 October 2018. As a long time subscriber of our Vanguard newsletter we will miss him greatly. Gerrit was born on 26 November 1937 in Allsmeer, Netherlands. He worked for American Airlines until the downsizing after 9/11 (2002) and had 33 years of service in various positions, (ticket agent, service director etc.) on the west coast, starting in San Diego, Los Angeles, San Francisco and Los Angeles again, where he retired. He married his wife Jo Ann on 21 Jan 1964 and they celebrated their 50th wedding anniversary in 2014. Gerrit leaves behind his wife Jo Ann, a son John, with family, who is a pilot for AA and a daughter Marsha who lives in the San Francisco area with her family. Condolences can be sent to **Jo Ann Vreeken** at **2104 Garden Valley Glen, Escondido, CA. 92026.**

### ---3 Diamond Convention---

Try to keep your appointment calendar open for the Three Diamond Convention to be held in San Diego from May 27 to May 30 at the Wyndham San Diego Bayside.



Last month we announced that the 2019 Three Diamond Society Convention will be held in



San Diego May 27-30 at the Wyndham San Diego Bayside. Your Board of Directors is continuing to work with the Hotel re details and firming other arrangements. But we want to use this email and a next one to describe a bit more about some of the attractions that you may want to be thinking about as you plan your participa-

tion with us there.

Across the street from our Hotel is the USS Midway Museum, telling the story the 'Battle of Midway' for which this carrier was named, providing tours of the ship and with numerous historical aircraft on display. This is perhaps the most popular US Navy/ Maritime museum site in the country.



A second special location that some might want to see is Liberty Station District, the development on the grounds of the historical Naval Training Center (see the Navy ship model, humorously called the 'USS Never Sails').



A special opportunity next May is a Western Watercolors Exhibition there at the San Diego Watercolor Society Gallery.

We will feature in a next email two or three other San Diego attractions.

Do put the San Diego Three Diamond Society 2019 Convention on your calendar, possibly also taking advantage of the favorable room rates, \$129 per room plus taxes and fees, available for additional days (three before and three after the convention).



We look forward to seeing you there!



#### John Tippetts and your 2018/2019 Three Diamond Society Board of Directors

Note: Photo of Three Diamond Society President John Tippetts was taken December 7 2018 at the Pearl Harbor Commemorative event at the USS Midway ( CV- 41) Museum, San Diego with Pearl Harbor survivors and sailors from the USS Pearl Harbor. That same day, President Tippetts was at the Wyndham Hotel negotiating the final contract for our convention this coming May.

Future issues of the Vanguard newsletter will feature details of meetings, outings or dinners to be held at the Convention. We hope that many of our members will be able to attend.

### **---JetBlue Firms up \$ 5.5 Dollar A220 Order---**

3 Jan 2019

Airwise

JetBlue Airways has firmed up a \$5.5 billion dollar list price order for **60 Airbus A220-300 aircraft**, the larger of two models of what was formerly the Bombardier CSeries. New York-based JetBlue signed a memorandum of understanding with Airbus in July last year for the 130-seat A220-300s. That agreement included options on a further 60 A220s.

The MOU was announced shortly after Airbus assumed control of the CSeries from Bombardier. “As we approach our 20th anniversary, the impressive range and economics of the highly efficient A220, combined with the outstanding performance of our existing fleet of Airbus A321 and restyled A320 aircraft, will help ensure we deliver the best onboard experience to customers and meet our long-term financial targets as we continue disciplined growth into the future,” JetBlue’s chief executive Robin Hayes said. The airline’s A220s will be built at the Airbus assembly plant in Mobile, Alabama, with deliveries due from 2020. JetBlue currently operates a fleet of 193 Airbus A320 and A321neo aircraft, with 85 A321neos on order.

### **---Ryanair Gets UK Air Operator Certificate---**

3 Jan 2019

Airwise

Ryanair has received its UK air operators certificate (AOC), allowing the Irish airline to fly domestic and international flights within and from Britain after the UK leaves the European Union in March. The airline welcomed the decision and said the risk of a ‘no deal’ Brexit is rising. A lack of agreement between the UK and the EU prior to the scheduled March 29 exit day would see Britain crashing out of the Union in a so called ‘hard Brexit’.

Ryanair said that despite its “robust post-Brexit structures, including our post-Brexit plan around European ownership, we continue to call for the UK and EU to agree a transition deal from 31 March 2019, so that any disruption to flights and British consumer summer holidays in 2019 can be avoided.” The UK government has negotiated an exit deal with the European Union, but it looks nearly certain that the British parliament will reject the deal in a vote due later this month.

### **---Start Up US Airline Moxy Orders 60 A220s---**

3 Jan 2019

Airwise

New US airline Moxy has signed a firm order to purchase 60 Airbus A220-300 aircraft. The start-up low cost carrier, led by former JetBlue founder David Neeleman, will launch operations with the A220 after the order was signed in late December. At list prices the deal is worth \$5.5 billion dollars.

Neeleman said the A220 is the right plane for “a new airline that will be focused on passenger service and satisfaction.” He said the low cost of operation “will allow us to provide passengers with lower fares and a high quality, comfortable flying experience.” The A220s will be built at the Airbus assembly plant at Mobile, Alabama, the airframer said. Airbus has an order book of more than 500 A220s, the rebranded CSeries that the European company acquired control of last year from Canada’s Bombardier.

### **---China Reveals Airlines Moving To New Beijing Airport---**

4 Jan 2019

Airwise

Chinese aviation regulator CAAC has published its plans for airport allocations once the new Beijing Daxing airport opens later this year. Beijing Daxing International Airport, located south of the city, is scheduled to open in September with an initial capacity of 72 million passengers, growing to handle 100 million longer term. The Civil Aviation Administration of China (CAAC) said it wants to ensure a “safe, stable and orderly transition” to Daxing as it seeks to ease increasing congestion at the city’s other international airport, Beijing Capital, which handled 100 million passengers in 2018.

The phased transition will start from the 2019 winter season and be complete by the 2021 winter season. CAAC said Chinese and foreign airlines will transfer to Daxing International as soon as possible.

### **---United Becomes First 'Complete' 787 Operator---**

7 Jan 2019

Airwise

United Airlines flew its new Boeing 787-10 Dreamliner on its first scheduled service on Monday on a trans-continental domestic flight. The introduction of the -10, the largest member of the 787 family, means United is the first airline to operate all three Dreamliner models. The first scheduled flight was a Los Angeles LAX to Newark Liberty service. A second 787-10 will enter service next month on the San Francisco-Newark route. United plans to introduce 787-10 international flights in March from its New York Newark hub. Frankfurt and Tel Aviv will be served daily starting March 30, Paris and Barcelona, also daily, launch April 29, and Brussels and Dublin from May 22.

### **---Boeing Sets New 806 Aircraft Delivery Record---**

8 Jan 2019

Airwise

Boeing delivered a record 806 commercial aircraft in 2018, beating its previous year total of 763, its previous all-time high. With Airbus announcing an 800-plane delivery total for the year, Boeing has retained top spot in deliveries for the seventh straight year. Boeing ramped up deliveries in the fourth quarter, with 238 commercial aircraft delivered after supply chain problems had limited the completion of some aircraft earlier in the year. "In a dynamic year, our production discipline and our supplier partners helped us build and deliver more airplanes than ever before to satisfy the strong demand for air travel across the globe," Boeing Commercial's chief executive Kevin McAllister said.

The 737 family was the top performer again in 2018, with 580 handed over to customers during the year, almost half of which were the updated MAX family. Boeing delivered 69 737s in December alone. The 737 made up 72 percent of the annual total. The 787 performed strongly with 145 delivered from its two assembly plants, but the 777 continued its drop in delivery numbers as Boeing prepares for the introduction of the new 777X next year. The first flight test 777X airframe had its GE9X engines fitted recently in preparation for first flight later this year. Certification is expected in 2020.

The 747 had only one delivery in the fourth quarter, out of a total of six for the year, as the updated jumbo continues to have difficulty attracting buyers. The 767 had a more positive delivery total of 27, ten of which are destined for conversion to KC-46 tankers for the US Air Force. 2018 was also a good year for orders, with the Chicago-based airframer taking 893 net orders with a list price value of \$143.7 billion dollars. Notable milestones reached during 2018 were the 2,000 total orders for the 777 received since launch, and the 737 MAX family hitting the 5,000 order mark.

### **---Delta Adds To Airbus A220 Order---**

9 Jan 2019

Airwise

Delta Air Lines has ordered an additional 15 Airbus A220s and converted part of a previous order to the larger A220-300 model. The latest deal, for the 130-seat A220-300, builds onto an April 2016 order for 75 A220-100s. As part of the latest agreement, Delta has converted 35 of that order to the larger -300, taking its total order mix to 40 A220-100s and 50 A220-300s.

Delta has already taken delivery of four -100s, with entry into service anticipated later this month. First delivery of the -300s is expected next year, with all 90 A220s delivered by the end of 2023. "These additional A220 aircraft will continue to strategically enable Delta to refresh our fleet, drive further advances in the customer experience and serve as an excellent investment for our customers, employees and shareowners for Delta into the next decade," airline COO Gil West said.

Delta's A220-300s will be produced at the airframer's new US assembly plant in Mobile, Alabama. Airbus has started advertising job positions at the new facility, to be located adjacent to the existing A320 assembly area. The A220 was formerly the Bombardier C Series, renamed after Airbus assumed control of the program last year. It is available in two sizes, the 108 to 133-seat A220-100, previously the CS100, and the 130 to 160-seat A220-300, formerly the CS300.

**San Diego Vanguards  
c/o Kay Bays  
5038 September Street  
San Diego, CA 92110**

**Next Meeting  
February 5th, 2019  
10:15 AM  
SAN DIEGO AIR & SPACE  
MUSEUM**