



#### **2016 Chapter Leaders**

President  
Jeff Hanson  
[President@eaa100.org](mailto:President@eaa100.org)

Vice President  
Jim Owens  
[VP@eaa100.org](mailto:VP@eaa100.org)

Secretary/Treasurer  
Tom Hall  
[Secretary@eaa100.org](mailto:Secretary@eaa100.org)

Newsletter / Web Editor /  
Program Director / IMC Club Director  
Dick Fechter  
[Newsletter@eaa100.org](mailto:Newsletter@eaa100.org)  
[Webmaster@eaa100.org](mailto:Webmaster@eaa100.org)  
[ProgramDirector@eaa100.org](mailto:ProgramDirector@eaa100.org)  
[IMCClub@eaa100.org](mailto:IMCClub@eaa100.org)

Technical Counselor  
Wayne Trom  
507-374-6245

Flight Advisor  
Dave Nelson  
[FlightAdvisor@EAA100.org](mailto:FlightAdvisor@EAA100.org)

Young Eagles Chairperson  
Dave Nelson  
[YoungEagles@eaa100.org](mailto:YoungEagles@eaa100.org)

Tool Coordinator  
Gordy Westphal  
[ToolCoordinator@EAA100.org](mailto:ToolCoordinator@EAA100.org)

EAA Chapter 100 is a nonprofit association involved in the promotion of aviation through adult and youth education, hands-on training, building and maintenance of experimental aircraft, and through community awareness programs.

This publication by EAA Chapter 100, Inc. is for the use, education and occasional enjoyment of its members and others. No claim is made for the accuracy or applicability of information herein. Editorial content is the opinion of the contributor not necessarily the position of either EAA Chapter 100 or the Experimental Aircraft Association.

Reader submissions and comments are strongly encouraged.

#### **EAA Chapter 100 Upcoming Events:**

(Reference "**Events**" [on our website](#))

- February 28<sup>th</sup> – Chapter 100 Business Meeting
- March 8<sup>th</sup> – Chapter 100 IMC Club Meeting  
CANCELLED
- March 10<sup>th</sup> – Chapter 100 Hangar Flying Event

#### **IMC Club Meeting - Cancelled**

- I hope to be flying the Glasair around Southern California then.
- Check <http://eaa100.org/imclub/imclub.htm> for cancellations.

#### **Chapter 100 Business Meeting,**

- Date: Tuesday February 28<sup>th</sup>
- Time: 1830L.
- Place: Byron Bears Den.
- Attendees: Everyone is invited but only current members can vote.
- Discussion will be on
  - Chapter 100 T-shirts and hats.
  - Plans for the Pancake Breakfast. Sunday, June 18 at the Dodge Center Airport (KTOB), Dodge Center, MN. 7:00 AM - NOON. Fly-In / Drive-In, PIC eat Free. Adults: \$7 Kids: \$5.
  - If time remains it would be nice to start a conversation about the chapter's objectives, aim, intention, purpose, target, or goal. i.e. What we want the chapter to accomplish and how do we get there - long term and short term.

#### **Chapter 100 Hangar Flying Event**

- Date: Friday March 10<sup>th</sup>
- Time: 1900L.
- Place: Dodge Center Airport.
- Attendees: Everyone with an interest in flying is invited.
- The evening will consist of pilots enjoying themselves while doing some serious hangar flying.
- Check <http://eaa100.org> for cancellations.

EAA, with input from its Chapter Advisory Council and other chapter leaders, has developed a new survey that will help us understand how we can better serve our chapters.

They are asking that we **share this survey with our membership by simply forwarding [this survey link and message](#) to you.** Please respond by March 31st.

Once the survey is complete, they will share the results of the survey with us. This will allow us to see our specific results and compare them to the aggregate results for all EAA chapters. We believe this survey will provide valuable feedback for EAA and you as well.

AVweb has a great article about aborts. Read it at: <http://www.avweb.com/news/features/Abort-Abort-Abort-228516-1.htm>

## WW2 Aircraft and Personnel Facts and Figures

On average 6600 American service men died per MONTH,during WW2 (about 220 a day).

People who were not around during WW2 have no understanding of the magnitude.

This gives some insight.

276,000 aircraft manufactured in the US.  
43,000 planes lost overseas, including 23,000 in combat.  
14,000 lost in the continental U.S.

The staggering cost of aircraft in 1945 dollars.  
(A 1945 dollar is worth \$13.16 today.

That P-38 would now cost \$1,278,454.52  
(Try buying a flyable P-38 today for \$1,278,454.53! MH)

AT-6 .....	\$22,952.
B-17 .....	\$204,370
B-24 .....	\$215,516
B-25 .....	\$142,194
B-26 .....	\$192,426
B-29 .....	\$605,360
C-47 .....	\$88,574.
PT-17 .....	\$15,052
P-38 .....	\$97,147
P-40 .....	\$44,892.
P-47 .....	\$85,578.
P-51 .....	\$51,572.

From Germany's invasion of Poland Sept. 1, 1939.  
until Japan's surrender on Sept. 2, 1945 = 2,433 days.  
America lost an average of 170 planes a day  
A B-17 carried 2,500 gallons of high octane fuel and carried a crew of 10 airmen.

9.7 billion gallons of gasoline consumed.  
108 million hours flown.  
460 thousand million rounds of aircraft ammo fired overseas.  
7.9 million bombs dropped overseas.  
2.3 million combat flights.  
299,230 aircraft used.  
808,471 aircraft engines used.  
799,972 propellers.

The US lost 14,903 pilots, aircrew and support personnel  
plus 13,873 airplanes ---inside the continental United States.  
There were 52,651 aircraft accidents (6,039 involving  
fatalities) in 45 months. Average 1,170 aircraft accidents  
per month---- nearly 40 a day.

It gets worse.

Almost 1,000 planes disappeared en route from the US to  
foreign climes. But 43,581 aircraft were lost overseas  
including 22,948 on combat missions (18,418 in Europe)

and 20,633 due to non-combat causes overseas.

In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England. In 1942-43, it was statistically impossible for bomber crews to complete the intended 25-mission tour in Europe.

Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed. The B-29 mission against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas.

On average, 6,600 American servicemen died per month during WWII, about 220 a day. Over 40,000 airmen were killed in combat and another 18,000 wounded. Some 12,000 missing men were declared dead, including those "liberated" by the Soviets but never returned. More than 41,000 were captured. Half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hands. Total combat casualties were 121,867.

The US forces peak strength was in 1944 with 2,372,000 personnel, nearly twice the previous year's figure.

Losses were huge---but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That was not only for US Army, Navy and Marine Corps, but also for allies as diverse as Britain, Australia, China and Russia.

Our enemies took massive losses. Through much of 1944, the Luftwaffe sustained hemorrhaging of 25% of aircrews and 40 planes a month.

#### Experience Level:

Uncle Sam sent many men to war with minimum training. Some fighter pilots entered combat in 1942 with less than 1 hour in their assigned aircraft... The 357th Fighter Group (The Yoxford Boys) went to England in late 1943 having trained on P-39s, then flew Mustangs. They never saw a Mustang until the first combat mission.

With the arrival of new aircraft, many units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly 'em." When the famed 4th Fighter Group converted from P-47s to P-51s in Feb 44, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "You can learn to fly 51s on the way to the target."

A future P-47 ace said, "I was sent to England to die." Many bomber crews were still learning their trade. Of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 co-pilots were less than a year out of flight school.

In WW2, safety took a back seat to combat. The AAF's

worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison powered.

Bomber wrecks were fewer but more expensive. The B-17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours respectively-- a horrific figure considering that from 1980 to 2000 the Air Force's major mishap rate was less than 2.

The B-29 was even worse at 40 per 100,000 hours; the world's most sophisticated, most capable and most expensive bomber was too urgently needed to be able to stand down for mere safety reasons.

(Compare: when a \$2.1 billion B-2 crashed in 2008, the Air Force declared a two-month "safety pause").

The B-29 was no better for maintenance. Although the R3350 was known as a complicated, troublesome power-plant, only half the mechanics had previous experience with it.

Navigators:

Perhaps the greatest success story concerned Navigators. The Army graduated some 50,000 during WW2.

Many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone. Yet they found their way across oceans and continents without getting lost or running out of fuel - a tribute to the AAF's training.

At its height in mid-1944, the USAAF had 2.6 million people and nearly 80,000 aircraft of all types.

Today the US Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+ manned and perhaps 200 unmanned aircraft. That's about 12% of the manpower and 7% of the airplanes of the WW2 peak.

SUMMATION:

Another war like that of 1939-45 is doubtful, as fighters and bombers have given way to helicopters and remotely-controlled drones, eg. over Afghanistan and Iraq. But within our living memory, men left the earth in 1,000-plane formations and fought major battles five miles high, leaving a legacy that remains timeless.

WWII, MOST-PRODUCED COMBAT AIRCRAFT



Russian Ilyushin IL-2 Sturmovik.....36,183



Yakolev Yak-1,-3,-7, -9 .....31,000



Messerschmitt Bf-109 ..... 30,480



Focke-Wulf Fw-190 ..... 29,001



Supermarine Spitfire .....20,351



Convair B-24/PB4Y Liberator/Privateer ..... 18,482



Republic P-47 Thunderbolt ..... 15,686



North American P-51 Mustang ..... 15,875



Junkers Ju-88 ..... 15,000



Hawker Hurricane ..... 14,533



Curtiss P-40 Warhawk ..... 13,738



Boeing B-17 Flying Fortress..... 12,731



Vought F4U Corsair ..... 12,571



Grumman F6F Hellcat..... 12,275



Petlyakov Pe-2..... 11,400



Lockheed P-38 Lightning ..... 10,037



Mitsubishi A6M Zero ..... 10,449



North American B-25 Mitchell ..... 9,984



Lavochkin LaGG-5.....9,920



Grumman TBM Avenger .....9,837



Bell P-39 Airacobra .....9,584



Nakajima Ki-43 Oscar .....5,919



DeHavilland Mosquito ..... 7,780



Avro Lancaster ..... 7,377



Heinkel He-111 .....6,508



Handley-Page Halifax .....6,176



Messerschmitt Bf-110 .....6,150



Lavochkin LaGG-7 .....5,753



Boeing B-29 Superfortress.....3,970



Short Stirling.....2,383

Dick Fechter  
Newsletter Editor  
[Newsletter@eaa100.org](mailto:Newsletter@eaa100.org)  
(507) 272-5099 (text or talk)