

A.M.H.F.

**Dedicated to preserving, in flying condition, a vintage PV-2 Harpoon in memory of all who fought in the air on behalf of the United States of America**

**News Letter April 2015A**



Greetings to members & friends of the AMHF,



Do you know this plane? Find answer in the interview.

Well we now have another month in the archives. Weather was not the least bit cooperative towards getting any type of outside work done. However, we did turn the heat on in the office and were able to get some inside work done, like getting excess hardware ready to ship off and sort much of the hardware left lying around in various places.

The third Saturday was our best work day of the month. We were fortunate to have EAA chapter 1311 come out and help. Luckily the weather cooperated and we were able to jack the plane, pull the lower stress panels, and pretty much get the 3 inboard bays cleaned out and almost ready for paint. Thanks guys, it was greatly appreciated and I hope we will see you again this next month.

March 29 Rich and I went out and met Mr. John Demlein a retired U.S. Navy submariner and former Commanding Officer of USS Sculpin SSN-590 and USS West Virginia SSBN-736. His Father was a WW II Naval Aviator who flew the PV1 and 2 during the war and after in the reserves. He was also a charter member of a small and relatively unknown unit, SAU-1, sent to England on special assignment in 1944. Mr. Demlein had his family with him and they spent a considerable amount of time touring Hot Stuff and visiting with us. He has agreed to write an article about his father for the newsletter. If it is as interesting as our conversation with him I think you will really enjoy it.

I have included three quotes for your reading. I don't know about the rest of you but some of these hit below the belt. However, I believe they carry a lot of truth.

**“Our greatest weakness lies in giving up. The most certain way to succeed is always to try just one more time.”**

*Thomas Edison, inventor*

**“It does not matter how slowly you go as long as you do not stop.”**

*Confucius,  
philosopher and teacher*

**“Never interrupt someone doing something you said couldn't be done.”**

*Amelia Earhart, aviator*

As I told you last month I was going to try and introduce a Board member each month so all of the members and friends of the AMHF would know something about each of the Board of Directors This month it is our vice president Glen Matejeck.

Your BOD is as follows:

Richard Suiter - president

Glen Matejcek - vice president

Paula King - secretary

Ted Osterreich - treasurer

Donn Starkey

Steve Montani

Gaylon Piercy

Roy Pellegrin - Advisor to the board and works with grants.

Well that takes care of it for this time I hope you enjoy the interview with Glen and you might learn something about him you didn't know.

Stay safe and enjoy life to the fullest,

Gaylon

## **Interview with Glen Matejcek**

*What is your back ground schooling, work, and hobbies, anything else we could mention that others might not know about you?*

I've been an aviation geek as long as I can remember including plastic models when I was smaller, all manner of flying models when a little bigger, and aviation courses in high school. I started out in college in the Aeronautical Engineering program at Purdue, although I ultimately ended up with a degree in Professional Aeronautics and a minor in Aviation Safety from Embry Riddle. I worked nights as a laborer on a railroad to pay my way while flight instructing during the day to build time, until landing my first job with an air carrier. I've volunteered at a couple of museums along the way, doing some restoration work on a number of planes. A B-25 that won Best Bomber at Oshkosh as well as one of the research aircraft Scott Crossfield flew, the #3 Douglas D-558-1, are on the list. Sitting in the seat of the Sky streak and making airplane noises was especially cool.

*The first two board members had Jeeps Land Cruisers, and a pickup truck. Now I understand you have an airplane taking up space in your garage. Would you care to comment?*

I do indeed have the vast majority of an airplane at the house. That project has run at least three times as long as it should have, but a string of furloughs, a divorce, and a certain preservation project have conspired to slow it a tad. However, I am happy to report that by the time you are reading this, I should be back to work.

*What caused you to join the AMHF?*

I had run into an old friend and coworker from Brand A in a hallway at Brand C. He introduced me to another Brand C pilot, a fellow by the name of Steve Rider. One thing led to another, and here I am.

*How long have you been associated with the AMHF?*

I think I got Shanghaied about '02 or '03, so twelve or thirteen years now.

*How long have you served on the BOD?*

Boy, that's a good question. The majority of that time, probably ten years or so.

*Can you give other members a good reason to step up and fill a director's seat?*

As you know, we do have a good mission here and this organization is the epitome of the Little Engine That Could. Folks on the 'outside' have no idea of the sheer magic that has been wrought to get the organization and plane to their current status, how much better they both are now, how well the old girl runs, how the debt has been mitigated, and the overall quality of everything has improved tremendously. Being a part of such an accomplishment is a privilege, and being able to have a hand in directing these achievements is an honor. We still have a long way to go though, a lot to get done in order to get into our museum, and it will take all the talent we can muster to do a really first class job. Just think: How many folks do you know that have actually had a hand in building

a museum? If that's not a feather in your hat, I just don't know what is. I encourage anyone and everyone to step up.

*Now most of us who work on the Harpoon on a regular basis and have been around you know if someone yells Paula over here that means we have a spot no one else will fit in. What do you have to say about that?*

I'm glad you asked! We have such a talented, effective, and disparate group of people here, it's pretty amazing. Somewhere, someone in this group has or has access to The Answer. If the question happens to be "how on earth are we going to get into there?", the answer is "Paula!" While that might sound trite, the truth is that there are some spots so tight, I can't even fold my arm into them. She can do the job. By the same token, no matter what odd problem we get faced with, no matter that most of us might look like the proverbial deer in the headlights, someone in this group will come up with an answer. It never fails. Being part of such a group is pretty cool, indeed.

*If a person walked up to you and asked about joining the organization what advice would you give them in regards to the work and historical significance of the plane? How about the clothes one would need if they worked on it?*

Well, the work is just that: Work. Many people seem to be intimidated by the prospect of working on the plane as they have no similar experience in their background. However, nobody in the history of the universe had any experience at anything until the day they went out and got to it. The requisite leadership, expertise, and oversight are always on hand to facilitate the correct outcomes. The ultimate correct outcome, of course, is the preservation, restoration, and operation of a rare and historically significant aircraft, one that has the unique distinction of being the one and only National Historic Place that travels. And sometimes it travels at about 250 knots down the airshow line! As far as clothes go, they need to be clothes that can be permanently stained and occasionally snagged, which is preferable to snagging the underlying skin...

*What would you like to see take place in the future or changes you believe the BOD could act on to make it even a better organization?*

Most of the things we need to accomplish to survive and even thrive are known and at least tentatively addressed. What we need most are folks to step up and accomplish the tasks. Fund raising and marketing are two areas that don't require dirty finger nails, and are certainly outside my fields of expertise. Within my field is getting more pilots trained. You know, she's not really a beast, she just sounds that way!



Glen sitting in our own mobile start cart explaining some of the finer points of a gear swing to Steve.