



American Military Heritage Foundation
Dedicated to preserving, in flying
condition, a Vintage PV-2 Harpoon in memory of all who fought on behalf of the
United States of America

December 2017 Newsletter

As with most of you it is hard to believe we are coming to the end of another year and all of us will be another year older. Yes I know most of us do not want to be reminded of that but it happens anyway. In the world of the Harpoon I for one believe it was a good year. The tanks are finally all in place, we have continued to pay our bills, and the D check is complete and signed off. Well if you are a pessimist you will probably say something like. "Good grief we haven't been able to fly for three years, didn't make a single air show, no income, so how are we going to survive." Now on the other hand if you are an optimist you would probably say something like. "Wow, the D check is done and signed off, we won't have to be working late hours to make sure we can make an airshow, and you know what we survived another year, things are good."

During the past year we lost three of our WWII veterans that were associated with the Navy or the Harpoon directly. For those of us that keep our planes at GEZ or fly out of the airport Mr. Darrel Schrader, operator, instructor and friend of the AMHF passed suddenly.

Now if we could take a look back at a few things that were mentioned in the news letters during the past year and give some serious thought on what was accomplished and what can we accomplish. First I would like you to look at two quotes included in this year's newsletters.

"I never did anything worth doing by accident, nor did any of my inventions come indirectly through accident, except the phonograph. No, when I have fully decided that a result is worth getting, I go about it, and make trial after trial, until it comes. "

Thomas Edison, Inventor and businessman

"An executive was asked his key to success. His answer was making good decisions. How did you learn to make good decisions? From experience, how did you get the experience, by making bad decisions?"

Author unknown

If you read these two quotes and think about what the author of each one is trying to say it could give all of us some great food for thought on how to conduct ourselves in relation to events in the AMHF or any other organization we might belong to. Things will not simply happen by accident and there will be mistakes. If someone or the entire group tries to accomplish something to improve the organization and for whatever reason it doesn't work put it down to experience and try something else. I have some friends that graduated from high school and their class motto was "Push, pull or get out of the way." Another individual preferred "lead or follow."

I am sure someone could have stated this much more eloquently. However, I hope you understand the point I am trying to make here and don't send the goon squad out to attack.

Increase membership while retaining current members.

How to get members interested in working on the plane

Find ways to make our organization more visible.

Have a capital fund drive at least on an annual basis.

Better organization in booking airshows.

New ways to generate revenue; (Open house, hangar dance)

Articles about the plane and or the AMHF suitable for publication

How many of you remember reading the above listed things that needed to be worked on? Well I can safely tell you, now in the 12th month, there was no need to increase the size of my e-mail in box. All of the items listed are still in need of new thoughts or ways to make them happen. We did have people working at Riley Days; others are working with a representative to get some recognition at the state level. There is effort being put forward it just never moves as fast as we think it should. Dues are now due for 2018 so if you could get them in and maybe make an extra tax deductible donation that would be great. We still have the offer out there for matching funds up to \$1,500. I really hope the members will come through so this person has to pay up. It would be a shame to let that get away. We have received several donations. However they have left the matching funds untouched.

Below is a museum picture of last month's mystery plane. I found the original article in the Air & Space magazine published by Smithsonian. The nice picture came from a class mate of mine now living in FL. He sent this to me telling me he had never heard or seen this until our November newsletter and he reads and follows a lot of WWII magazines and postings. He did not tell me where he found this picture. It certainly looks much better than the one I posted.

The following is a paragraph from Air & Space. The program started in 1942, used cheap-to-make and easy-to-fly twin engine drones, designated TDR-1s. Drones were a low-priority proposition, built by Interstate Aircraft out of pressed wood (created by piano maker Wurlitzer) over a metal frames (erected by bike-maker Schwinn). Each one had a removable cockpit, so it could be ferried by a human pilot. But it was designed to be flown via radio-control by a pilot in a TBM Avenger torpedo bomber accompanying the drone.

The secret of the TDR-1 was a new form of top secret technology: an RCA television. A camera mounted in the drone's nose transmitted images back to a five – inch screen mounted in the Avenger's rear cockpit.

I only had two people to identify this plane.

I would like to wish all of you a Merry Christmas and a Happy New Year,

Gaylon

