

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 June 2015



Greetings to members & friends of the AMHF,

We are now headed into June at a fast pace and to make it quite simple and blunt. **We need all of the help we can get until we have the plane back in the air.** With that said any members or friends of Hot Stuff that are in the area and close enough to come out and help it would be greatly appreciated.

We were invited to the Dayton Air Show this year and there is no way we can be back in the air by then. It looks like it could be a decent year for air shows and we have a couple more on the book. However, we have to be flying first. I realize it has been a long time here trying to get back in the air and the morale seems to have hit an all-time low. Might I remind you we are replacing fuel tanks that went through Navy Depot in 1947 folks that was 68 years ago. Do you have anything around 68 year's old that you are still using? However, when we finish this job we will have all new fuel tanks which will eliminate the problem that grounded us.

Currently we have the first six new tanks here and this will complete the inboards. If all works as planned by the time we get them in place the seven to finish the outboards should be here. Currently we are working closely with DNR on our grant. Presently it looks like we may not have time to finish by the dead line which is the end of June.

I received an e-mail from one of our members with the attached link, <http://youtu.be/DSHvet5VrUA>, they thought maybe if we had a video like this we could get more donations. I can't disagree! However, I don't have any more hours left in my day to devote to it. This is the exact type of video that would start our preservation/history to present to the public, schools, and other organizations on request. I am pretty sure we have the video capabilities in house. All that is needed is for someone to step up and come up with a plan on what we want to present, verify dates and places and provide a script/order then it can be produced. Now who do we have out there that has always wanted to be a movie producer?

I don't know how many of you read the quotes I put in the newsletter each month. Now I am not a big fan of Windows or Bill Gates. However, I think he is right on with the quote below. I couldn't count the number of times at the various organization's I belong to, I have seen someone make a comment to someone about what they may have said, how they did something, or why did you do it that way only to see the person get ticked off and leave. With that we might also choose our words more carefully when trying to give feedback. I can personally relate to this via the following story. When I first took on the newsletter I decided to have two critiques before I sent it out. Believe me the first few months I had plenty of red marks and what made you say that. Are you crazy? Now that I am in the fourth year the corrections are considerably less. However, I still get the, "are you out of your mind", once in a while. With that said I hope most of you enjoy the letter we try to get to you each month and believe me we are always open to suggestions.

"We all need people who will give us feedback. That's how we improve."

*Bill Gates,
businessman and philanthropist*

"He can who thinks he can, and he can't who thinks he can't. This is an inexorable, indisputable law."

Orison Marden, writer

We have a member of the AMHF whose father flew PV1 and PV2. Edward Maksym Jr. lives in Wisconsin and has driven down on a weekend to help us on the plane. He has his father's log book and has put together a history of where his father was. I would like to thank him for putting this together for us and perhaps he can find out more about Hot Stuff while he is doing his research.

Dad entered the Navy on February 16, 1944 and was discharged on January 1, 1946. He went through boot camp at Great Lakes in Illinois and schools at NTS Farragut, ID; NATTC Norman, OK; and NACS Purcell, OK. My mother, younger sister and I were able to join him for a short time in Norman, OK.

His first training flight as an Aviation Machinist Mate was on February 19, 1945 on PV1 29800 at NAS Lake City, FL. He also trained at NAS Beaufort, SC as part of VPB 100. His next stop was at NAS Moffett Field in CA as part of VPB 198. That included several rocket firing training flights over NAS Fallon, NV. By this time his squadron was flying PV2s.

He became part of VPB 200 in NAS Keneohe, HI in August 1945 and flew patrol missions until September 1945. His last mission was on September 13, 1945 on PV2 37336.

He logged 177 hours on a total of 73 flights on 22 different PV1s and 24 different PV2s. I have started a project to trace the history of the 46 planes using a library copy of Peter Marson's "Lockheed Twins".

We still have three board members to profile. However, it just didn't work out this month. Maybe we can get one more next month. I will have another Harpoon profile for you next month, I hope, which has been over a year in the coming.

Enjoy life to the fullest and do some good along the way,

Gaylon