

# NEWS & COMMENTS FROM OUR MEMBERS

Spring 2020, Vol. 65, No. 1

Steve Wolff did a particularly nice article on the crew complement history subject (Turbulence on the Flight Deck) in the Spring 2020 issue (pg 62). But Steve's Bio wasn't included. Is it available somewhere???

I've lived through this crew complement fight issue and era, at least three times now... and this subject has been one of life long significant interest.

I was first involved with direct experience from my dad (an All American and then Allegheny Captain), who was directly involved with the Allegheny Airlines pilots fighting the UAL pilots, so as to not have the Allegheny pilots be ejected from ALPA for opposing the 3<sup>rd</sup> pilot on those first DC9-10 and DC9-30s. Note: the Allegheny pilots jokingly told the UAL pilots who were pushing a 3<sup>rd</sup> pilot to be on to the Allegheny DC9s that they'd (Allegheny pilots) even fly the DC-9 "single pilot" if the company would give them the co-pilot's pay too, ...and there was no way they'd ever agree to adding a featherbedding flight engineer on to the Allegheny DC9s.

Then again I was involved with helping inside FAA (when I was the Branch Chief at FAA Hqs for AFS-210), to resolve the B737 supernumerary third-pilot controversy with United. Note: many times as an FAA inspector I took some vicarious pleasure in bumping that UA featherbedding supernumerary pilot off the B737 cockpit jumpseat, back to a cabin seat, to do my necessary FAA air carrier ops inspections.

Finally, later with the B767, as the ANM-200/201 and AEG Chief, I ended up being directly involved in the FAA's B767 approval for a two-pilot crew, as well as actually signed the FAA Flight Standardization Board Report for issuing the first "Common Type Rating" for the B767 and B757 with a two-pilot crew.

So it would be really helpful to know and understand Steve's bio, as to his perspective on all this, which is still evolving today. The dust still hasn't settled on this subject in the form of reduced crew-complement proposals for new designs, as well as for expansion of commercial use of "single pilot IFR" and for proposals at some large freight airlines, looking toward the future (e.g., reducing three or four augmented pilots to just two by using a ground dispatch monitoring co-pilot) for long-haul freighter B777s, etc.).

Tom Imrich



Fairchild C-123K from Forum of Flight, Fall 2017.

## Steve Wolff's Bio

Steve enlisted in USAF 1962 and served four years as Airborne Electronics Technician, which piqued his interest in Cold War electronic counter measures. He soloed in July 1965, and Graduated 1971 with a Bachelors degree in Geology. Steve started flying professionally 1973, and holds the following FAA certificates: Airline Transport Pilot, Flight Engineer Turbo propeller, Flight Instructor, Ground Instructor. He is type rated in the following aircraft: Boeing B-727, Lockheed Model 382 (L-100) Hercules, and Cessna CE-500 Citation. His aviation background is in corporate and nonsked airlines, and includes a seven year stint in the Angolan civil war flying the Lockheed Hercules and Boeing B-727 for the Marxist People Liberation Army.

Member of the American Aviation Historical Society for 42 years. Member of the Dawson County, Nebraska Historical Society, Wyoming State Historical Society. Nominated the Medicine Bow Wyoming Airport for the National Register of Historic Places in 2012. Aviation articles have appeared in *AAHS Journal*, *Airways*, *Airliner*, and *Africa Air News*. Authored one book on *Wyoming's history of Controlled-Flight-Into-Terrain accidents 1919-1996*. Scratch builder of large scale, 3/4 inch = 1' model aircraft several of which are in museums.

## Forum of Flight: Fall 2017/Spring 2020

The AC-119K in the Spring 2020 issue seems to have the same J-85 engine nacelles as the C-123K in the Fall 2017 issue. For some reason the engine struts appear to be longer in the AC-119K. As for the feathered props on the AC-119K; it's merely demonstrating the power provided by the J-85s.

Which came first? [According to sources the C-123K first started appearing in 1962 while the C-119K/AC-119K didn't get launched until 1968.]

I hope the J-85s did not shorten the life of the wing, which may have been the case with the KB-50s with J-47s.

You may have already received this observation on the feathered props of the AC-119K: It is showing off its powerful J-85s.

John Chevedden



Fairchild AC-119K from Forum of Flight, Spring 2020. American Aviation Historical Society Journal, Summer 2020

## AAHS LAUNCHES [AAHSPlaneSpotter.com](http://AAHSPlaneSpotter.com)

The Society has a challenge that it has been working to address. We have 10,000s of images in the archives that need to be digitized and cataloged. Digitizing is the easy part and we have active programs for scanning both our negatives and slides, in addition to 1,000s of digital images already available.

### WHAT WE NEED ARE VOLUNTEERS WHO CAN HELP CATALOG THESE IMAGES!!

All you need is a computer with an Internet connection -- no special software or hardware required -- and an interest in taking the time to help us catalog the images. Go to [AAHSPlaneSpotter.com](http://AAHSPlaneSpotter.com) and check out the DEMO to get an idea of what's involved.

If you are interested, we'll set you up with a batch of images to work on and give you access to them via [AAHSPlaneSpotter.com](http://AAHSPlaneSpotter.com). Just send a note to the [Webmaster@aahs-online.org](mailto:Webmaster@aahs-online.org) saying you are interested - please include any preferences in types of aircraft you are comfortable working on.



### Help Identify: DC-3 Gourmet Diner "Flagship Compton"

Converted from a former U.S. Navy C-47 found in a boneyard in Nevada with help from American Airlines. It opened for business in 2018. The aircraft's identity unknown and we are seeking help to identify this airframe.

Send responses to: [Webmaster@aahs-online.org](mailto:Webmaster@aahs-online.org)

## WANTED - AAHS NEWSLETTER Editor

### Have some time and want to get involved in supporting the AAHS?

Volunteer to be the AAHS Newsletter Editor. The Society needs someone to take responsibility for collecting, collating and editing the content of the AAHS Newsletter. This includes timely information of potential historically significant events that are happening now, book reviews, President's messages, Wants and Disposals, etc. They would work closely with the editorial team relative to production, review and distribution. Your primary responsibilities will focus on content and illustrations. Production layout of the newsletter will be handled by a graphic artist.

If interested, contact Hayden Hamilton, AAHS Managing Editor: [editor@aahs-online.org](mailto:editor@aahs-online.org)