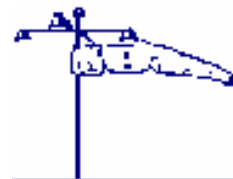


# *The Static Line*

News and Views of EAA Chapter 538



Volume 31, Number 6

June 2006

## *Make Plans Now*

For AirVenture and AOPA Expo...



**The World's Greatest  
Aviation Celebration!**

Monday, July 24 – Sunday, July 30, 2006

[www.airventure.org](http://www.airventure.org)



**AOPA Expo 2006**

Thursday, November 9 through  
Saturday, November 11, 2006

Palm Springs, CA

[www.aopa.org/expo/2006](http://www.aopa.org/expo/2006)

# EAA Chapter 538

## 2006 Officers & Staff

President	Don Ridder 602-942-5934
Vice President	Bill Christie 623-535-1647
Secretary	Dave Biddle 602-265-1172
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The Roy Castle Chapter of the Experimental Aircraft Association publishes the Static Line monthly (except July, August & September, which may be combined).

Unsolicited submissions are welcome.

Please send photos, art, articles, letters, calendar events, or classified ads to the Editor at the return address listed on the mailing label portion of this newsletter.

Articles and ads may be submitted on paper, Windows or MS-DOS 3.5" floppy diskettes (MS Word, RTF or text only, please). Photos and artwork may be submitted on paper or by floppy diskette and will be returned upon request. Submissions by telephone or e-mail are accepted for ads, short articles, and calendar events.

Classified ads are free to all members of EAA Chapters. Ads should generally be aviation-related or of interest to aviators or chapter members.

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## Treasurer's Report

4/22/06

submitted by Myra Ridder

**Beginning Account Balance: \$ 6,324.85**

Income:

2006 Dues	\$ 10.00
Raffle	\$ 24.00

**Total Income: \$ 34.00**

**Total Expenses: \$ 0.00**

**Ending Account Balance: \$ 5982.98**

Membership:

43 paid-to-date for 2006

## Secretary's Report

**\*\*\*NOTE:** There is no Secretary's Report from the May monthly meeting at the time of publishing.

## **COLONEL RICHARD TOLIVER** **Second Generation Tuskegee Airmen**



**Colonel Dick Toliver, Shaw AFB, SC 1988**

Colonel Richard Toliver is a 26-year veteran of the United States Air Force. He is a "Top Gun" fighter pilot who flew 446 combat missions in Southeast Asia. Later, he directed the testing and evaluation of several major weapon systems for the Department of Defense and allied military programs. He also held key roles in advanced research, development, and testing of tactical fighter aircraft. He completed graduate work at the University of Northern Colorado and Troy State University, Alabama, and received a Master of Arts degree in Procurement Management from Webster University, Missouri in 1982. His military education includes Squadron Officer School, Air Command and Staff College, National Security Management School, and the Tactical Air Command Fighter Weapons Instructor School (Top Gun).

Colonel Richard Toliver was born October 30, 1938 in Bellevue, Louisiana and graduated from Booker T. Washington High School, Shreveport, Louisiana in 1957. In January 1963, he graduated from Tuskegee Institute (University) with a Bachelor of Science degree in Mechanical Engineering. He was taught and mentored by such original Tuskegee Airmen as Colonels William A. "Wild Bill" Campbell, Hubert L. "Hooks" Jones, and Lawrence "Larry" Roberts. Thus, he and his peers proudly consider themselves "Second Generation" Tuskegee Airmen. Colonel Toliver is one of the first five African American F-4 pilots to serve under the famed Tuskegee Airman, General Daniel "Chappie" James, USAF.

Colonel Toliver entered active duty in February 1963 as a Project Engineer, Air Force Systems Command, Eglin Air Force Base, Florida. He completed pilot training at Craig Air Force Base, Alabama in June, 1965. He finished F-4 Phantom qualification training in November 1965, at Davis-Monthan Air Force Base, Arizona. He deployed to Cam Ranh Bay Air Base, South Vietnam in December 1965 and flew 231 combat missions by October 1966. In 1972, Colonel Toliver returned to Korat and Udorn, Thailand, and flew an additional 215 Linebacker I and II combat missions for a total of 860 combat hours in jet fighters.

Colonel Toliver returned from his second combat tour in Southeast Asia in 1973. He was assigned to Nellis Air Force Base, Nevada and became an Operational Test Pilot for Tactical Fighter Weapons Systems. In 1974, he was selected as one of the first pilots to test the F-15A Eagles at Luke Air Force Base, Arizona. Later, he was selected to be Test Director for the F-15E Strike Eagle that won fame in Desert Storm, the Persian Gulf War, and the Balkans.

Colonel Toliver served throughout the United States, Southeast Asia, Europe, North Africa, and the Persian Gulf. He commanded a number of units and held key staff positions in major commands of the Air Force. He is a Command Pilot with 4,000 flying hours in the F-4, F-15, F-16, OT-37, O-2, T-33, and several civilian aircraft. His military decorations include the Legion of Merit, Distinguished Flying Cross, Meritorious Service Medal with two Oak Leaf Clusters, Air Medal with 27 Oak Leaf Clusters, Air Force Commendation Medal, Air Force Outstanding Unit Award with V and two Oak Leaf Clusters, Combat Readiness Ribbon with one Oak Leaf Cluster, National Defense Service Medal, Armed Forces Expeditionary Medal, Vietnam Service Medal, RVN Gallantry Cross with Palm, Republic of Vietnam Campaign, and Longevity and Marksman Ribbons. Colonel Toliver retired from the United States Air Force March 1, 1989 after 26 years of distinguished service.



**Major Dick Toliver, F-15 Operational Test Pilot**  
**Nellis AFB, NV 1975**

Since leaving the Air Force, Col. Toliver has developed several small businesses and served as senior technical consultant in New Mexico, Alabama, Georgia, Texas, and Alabama. His public service includes governor's appointment to the New Mexico Public Safety Advisory Commission and Board of Regents, University of New Mexico.

*Colonel Toliver has been married for over 43 years to the former Margaret A. Hairston of Baltimore, Maryland. They have six adult children, eight grandchildren, and two great grandchildren. The Tolivers resettled in Goodyear, AZ in 2003.*



## **TUSKEGEE AIRMEN'S LEGACY CONTINUES IN IRAQ! November 2005**

At the invitation of Lt Gen Walter E. Buchanan III, Commander, 9<sup>th</sup> Air Force and US Central Command Air Forces, five Tuskegee Airmen recently visited the 332d Air Expeditionary Wing (AEW) at Balad AB, Iraq. Along the way, they visited the 86<sup>th</sup> Airlift Wing, Ramstein AB, Germany; 386 AEW, Ali Al Salem AB, Kuwait; and the 712<sup>th</sup> Air Base Group, Moron AB, Spain. The team included two Airmen from the Phoenix area: Lt. Col (Ret) Robert Ashby, one of the first African American airline Captains and Col (Ret) Richard Toliver, a second generation Tuskegee Airman and Vietnam Veteran. The others were Lt. Col (Ret) Lee A. Archer, Jr., the only confirmed African American Ace in aviation history; MSgt (Ret) James A. Sheppard, a crew chief of the original 332<sup>nd</sup> and private pilot; and TSgt (Ret) George Watson, Sr., a renowned supply sergeant of the same unit

The purpose of the visit was to inspire and motivate troops currently at the 332nd AEW deployed in support of the Global War on Terror. The visitors also wanted to see first hand the continuation of the legacy of the Tuskegee Airmen of the famed 332nd Fighter Group stationed at Ramitelli, Italy during WW II.



**The Tuskegee Airmen at Balad AB, Iraq (L-R), MSgt James Sheppard, TSgt George Watson, Lt. Col Lee Archer, Lt. Col Robert Asby, and Col. Richard Toliver.**

Prior to World War II, the doors to aviation were tightly closed to African Americans. From 1932 to 1941, only nine Negro aviators had earned commercial pilot certificates under the Civil Aeronautics Administration. Only 102 were licensed private pilots, and only 160 were licensed as solo students. During the late 1930s, as the winds of war raged across America and the world, Negroes, as they were called then, were denied the opportunity to have a meaningful part in our nation's preparation to defend democracy at home and abroad. This was due to a grossly inaccurate and disparaging "Official Report" of the U. S. War Department in 1925 regarding the performance of Negroes during WW I. Despite documented heroic efforts of Blacks in every war since the American Revolution, the report held that Negroes were inferior to their white counterparts in all respects and disciplines; that they lacked the intestinal fortitude for battle and were unreliable under fire; and that they were incapable of possessing the requisite skills to operate and master the complex military equipment employed in combat.

(continued on next page)

## TUSKEGEE AIRMEN'S LEGACY CONTINUES IN IRAQ! - November 2005

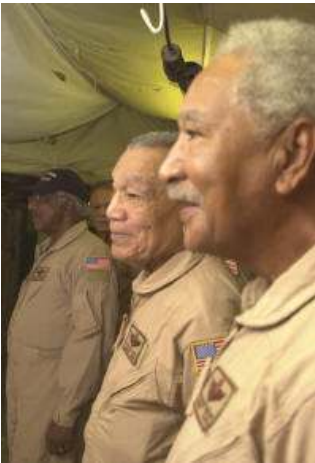
(continued from page 4)

After overcoming a myriad of hurdles and with the help of then, Senator Harry Truman, the first Negroes were allowed to participate in military aviation training under a separate but equal policy. Despite great pessimism, by the spring of 1941, a civil contract was authorized to train the first Negro cadets at Moton Field near Tuskegee, Alabama. Twelve cadets and one student officer, Captain Benjamin O. Davis, Jr. reported for flight training. Five would successfully complete the course. Capt. Davis completed his flight training and became the first black man to officially solo an aircraft as an officer of the Army Air Corps, September 2, 1941. Thus the Tuskegee Airmen were born.

Over the next four years 992 pilots graduated at Tuskegee and 450 were sent into combat. In addition to the pilots, over 10,000 military and civilian men and women served as officers, navigators, bombardiers, radio technicians, mechanics, air traffic controllers and a large number of other specialties. Initial training for heavy bombers began at the newly constructed Tuskegee Army Air Field in early 1943. Many of the returning 332<sup>nd</sup> pilots were assigned to the composite wing, and eventually Col. Davis would be assigned as the commander at Godman Field, Kentucky. The war in both Europe and the Pacific ended before those trained in the Mitchell B-25s were deployed for combat.

The Tuskegee Airmen went on to amass a sterling record and reputation during their combat performance in North Africa and Europe. Official records show they flew over 15,000 sorties against the vaunted German Luftwaffe. They flew over 200 bomber escort missions without losing a single American bomber to enemy fighters, a record unmatched by any American aviators during the war! The Tuskegee Airmen shot down or damaged 136 enemy aircraft, destroyed or damaged 273 on the ground, and scores of other critical targets including the only German Naval Destroyer by machine gun fire. The awards for their superior performance included 150 Distinguished Flying Crosses, 744 Air Medals, 14 Bronze Stars, 8 Purple Hearts, and 2 Soldier Medals. Thus the outstanding legacy of the Tuskegee Airmen was indelibly etched into America's history.

By all accounts the trip to Germany, Iraq, Kuwait, and Spain was a resounding success. Ashby said: "We were able to offer encouragement and inspiration at every stop; but we wound up being the greater beneficiaries. Our spirits were lifted sky high, and we were greatly encouraged by all that we heard and saw."



**Asby, Archer, and Toliver  
answering questions from  
the troops**



**Toliver greeting NCOs at Balad**

Toliver added: "The men and women at Balad are painting a new face on the Tuskegee Airmen. Sixty-four years ago the faces of the 332<sup>nd</sup> were comprised of about 450 Black pilots and a few thousand Black technicians who supported the primary mission of flying operations. Today, the wing is a virtual mosaic of multi-racial, multi-cultural young men and women standing shoulder-to-shoulder getting the job done. They are the faces of African Americans, Hispanics, Caucasians, Native Americans, Asian Americans, Islanders, and others. These young patriots are united, focused on the mission, and performing in a most exemplary manner. The commanders, senior leaders, and the troops in the trenches are truly continuing the legacy of the Tuskegee Airmen of WWII and beyond."

(continued on next page)

## TUSKEGEE AIRMEN'S LEGACY CONTINUES IN IRAQ! - November 2005

(continued from page 5)

Ashby continued: "Given Balad's diverse mission, superior leadership, dedication and fierce determination to get the job done, we proudly confirm those stationed there the 21<sup>st</sup> Century Tuskegee Airmen."

Toliver added: "Throughout our visit, two critical observations emerged: 1) Without delay, our national leaders need to ensure our troops have the necessary equipment and supplies to do their jobs, 2) Members of Congress and other elected leaders should cease demanding a public announcement of troop withdrawal from Iraq and Afghanistan. Our team believes the latter is detrimental to the morale of our troops fighting a very difficult war."

Toliver concluded: "As we traveled to Ramstein, Kuwait and Moron Air Bases, another truth emerged. The young men and women stationed at these overseas bases represent a "new face" for our great nation. Their integrity, excellence and service-before-self shine as a bright beacon of hope for all of America and her Allies against the Global War on Terror."

For additional information, please contact Dick Toliver at (623) 386-9534, (602) 295-6882, or [rtoli@cox.net](mailto:rtoli@cox.net). Additional information can be found on website [www.tuskegeeairmen.org](http://www.tuskegeeairmen.org).

Col. Dick Toliver, November 2005, Goodyear, AZ

# Calendar of Events

Some events are tentative. **PLEASE CALL AHEAD TO ENSURE AN EVENT IS TAKING PLACE.**

### **June 2006**

**9-10:** Scottsdale, AZ – PROP (Pilot's Review of Proficiency) 2006, Information: Carol Cannon 972/248-3108 ext 211 website [www.turbineair.com](http://www.turbineair.com)

**9-11:** Marysville, CA – EAA Golden West Regional Fly-In, Yuba County (MYV), Information: 530-740-1385, email [info@goldenwestflyin.org](mailto:info@goldenwestflyin.org), website: [www.goldenwestflyin.org](http://www.goldenwestflyin.org)

**10:** Show Low, AZ – Airport Day, Show Low Airport (SOW).

**17:** Overgaard, AZ – Pancake breakfast / Fly-In, Mogollon Airpark (AZ82)

### **July 2006 (NOTE: no chapter meeting this month)**

**5-9:** Arlington, WA – 38<sup>th</sup> Annual Arlington Northwest EAA Regional Fly-In, Arlington (KAWO), information: [www.nweaa.org](http://www.nweaa.org)

**11-14:** Hondo, TX – Oshkosh EAA Southwest Regional Fly-in (The EAA TEXAS Fly-in), Hondo Airport (HDO), Information: email [generalinfo@swrfi.org](mailto:generalinfo@swrfi.org), phone 830-626-7887 or website [www.swrfi.org](http://www.swrfi.org)

**24-30:** Oshkosh, WI – EAA AirVenture, Oshkosh (OSH), information: [www.airventure.org](http://www.airventure.org)

### **August 2006 (NOTE: no chapter meeting this month)**

**19:** Abilene, TX – Big Country Airfest, Abilene Regional Airport (ABI), Information: email [gray1@jefflutherconstruction.com](mailto:gray1@jefflutherconstruction.com), phone Gray Bridwell, 325-676-8294 or website [www.bigcountryairfest.org](http://www.bigcountryairfest.org)

**19:** Taos, NM – Annual Airport BarBQ & Fly-In, Taos Regional Airport (KSKX), information: email [info@taotraffic.org](mailto:info@taotraffic.org), phone J.E. Patterson/Airport Facility Mgr, 505-737-9149 / 505-758-4995 or website [www.taotraffic.org](http://www.taotraffic.org)

# Bits & Pieces

The **chapter** still **needs a volunteer** for the October meeting **Raffle Prizes**.

## **DON'T APPLY COMMERCIAL STANDARDS TO GA AIRPORTS, AOPA SAYS**

What do a Cessna 172 and a Boeing 747 have in common? Not much other than they both have wings and fly. And that's why AOPA is urging the FAA not to apply commercial airport standards to small general aviation airports that want to offer WAAS (Wide Area Augmentation System) instrument approaches. "While the FAA is updating its 'Airport Design Handbook,' the agency needs to find a way to tailor its design criteria for GA airports to the type of aircraft that operate there," said Andy Cebula, AOPA executive vice president of government affairs. "Right now, a 2,900-foot runway would have to meet some of the same criteria as a commercial runway to offer a precision approach like WAAS, and that's just not feasible." GPS-based WAAS has the ability to offer virtually the same approach minima as an ILS--200 feet and one-half-mile visibility--without all of the ground-based navigation equipment. See AOPA Online (<http://www.aopa.org/whatsnew/newsitems/2006/060607waas.html>).

## **A DREAM COME TRUE: EAAer Set to Fly B-1 to AirVenture Oshkosh**

Capt. Kyle Wilson, USAF, will fulfill one of his dreams this summer when he pilots a B-1B Lancer bomber from Ellsworth Air Force Base, South Dakota, to EAA AirVenture Oshkosh. The just-confirmed arrival of the supersonic jet has Wilson arriving on opening day Monday, July 24, and departing Friday, July 28. During the interim he and his three crewmates will be on AeroShell Square with the airplane, meeting and greeting attendees.

## **EAA AIRVENTURE RIDESHARE**

Looking for a ride, or have a spare seat to get to Oshkosh? Visit [www.airventure.org/rideshare](http://www.airventure.org/rideshare).

## **EAA WELCOMES CESSNA'S INTEREST IN LSA MARKETPLACE**

EAA welcomes Cessna Aircraft Company's participation in light-sport aircraft activities at EAA AirVenture Oshkosh 2006, following an announcement by Cessna that it will have a full-scale, proof-of-concept aircraft at AirVenture as it studies the possibility of producing a light-sport aircraft.

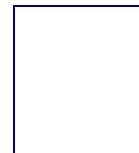
## **FORD ADDS FLEX FUEL VEHICLES TO EAA PARTNER RECOGNITION PROGRAM**

Through the EAA Partner Recognition Program with the Ford Motor Company EAAs not only save money on Ford, Lincoln, and Mercury vehicles, they can also save money on gas! Ford Motor Company has been a major influence in the advanced technology and alternative fuel vehicle fields and has introduced several Flex Fuel Vehicles (FFVs) that use E85 including Ford Ranger, Explorer, and Explorer SportTrac. In 2006, Ford will add five new vehicles to this list: Ford Taurus, Crown Victoria, F-Series (under 8500 GVW), Mercury Grand Marquis, and Lincoln Town Car.

## **GA CONTRIBUTES MORE THAN \$150B TO U.S. ECONOMY**

According to a study co-authored by some of the country's most knowledgeable transportation economists, general aviation contributed more than \$150 billion to U.S. economic output in 2005, and employed more than 1,265,000 people whose collective earnings exceeded \$53 billion. Jack Pelton, GAMA chairman, and president, chairman, and CEO of Cessna Aircraft Company, announced the release of the study at a hearing before the Aerospace States Association on the National Aeronautics R&D Policy. View the study at [www.gama.aero/PUBLIC/GAcontribution.pdf](http://www.gama.aero/PUBLIC/GAcontribution.pdf).

Newsletter Editor  
EAA Chapter 538  
12902 W. Missouri Avenue  
Litchfield Park AZ 85340



ADDRESS CORRECTION REQUESTED



Roy Castle EAA  
Chapter 538

# Next Meeting: The Usual Place & Time

**Tuesday, June 13, 2006**

**Time: 7:00 pm**

**Program: *Tuskegee Airmen's Legacy Continues in Iraq!***

**Guest Speaker: Richard "Dick" Toliver,**

**Colonel, USAF, Retired & Lifetime Member of Tuskegee Airmen, Inc.**

**(Please see speaker & program information on page 3-6)**

Our chapter meetings are held in the 2<sup>nd</sup> Floor conference room  
at the Deer Valley Airport (DVT) main terminal building.

The airport is located at the intersection of Deer Valley Road and 7<sup>th</sup> Avenue in Phoenix, AZ.

**NOTE: There are no meetings in July & August. Meetings will resume 9/12/06.**