

# Flight Line

**The Official Publication of the CAF**

Southern California Wing  
455 Aviation Way, Camarillo, CA 93010  
(805) 482-0064

Vol. XXVI No. 12

December, 2006

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*Merry Christmas*



**Wing Leader Casey de Bree (front) with members of our Wing Staff: (left to right) Gary Barber, Dave Long, Bob Albee, and Jason Vosburgh.**

**Casey's four-year term as Wing Leader ends on December 31. He has done yeoman work during his years as our Wing Leader, and we thank him very much for his exemplary service!**

**Wing Staff Meeting, Saturday, December 2, 2006 at 1:00 p.m. at the  
CAF Museum Hangar, 455 Aviation Drive, Camarillo Airport**

## December 2006

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Christmas Party 6:00 PM	2 Work Day Staff Meeting 1:00 PM
3	4	5 Work Day	6	7 Work Day Pearl Harbor 75th Anniversary	8	9 Work Day Featured Aircraft Day
10	11	12 Work Day	13	14 Work Day	15	16 Work Day
17	18	19 Work Day	20	21 Work Day	22	23 Work Day
24 Christmas Eve	25 Christmas	26 Work Day	27	28 Work Day	29	30 Work Day
31 New Year's Eve						

<b>STAFF AND APPOINTED POSITIONS</b>				<b>IN THIS ISSUE</b>	
Wing Leader	* Casey de Bree	(805) 389-9185	scdebree@aol.com	Wing Calendar . . . . .	2
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Adjutant	* Bob Albee	(805) 583-4872	loll@earthlink.net	Wing Leader's Report . . . . .	3
Finance Officer	* Jason Vosburgh	(805) 766-3880	jason.vosburgh@att.net	Sight Right . . . . .	4
Operations Officer	* Gary Barber	(805) 659-4319	bearcat69@pacbell.net	94 <sup>th</sup> Bomb Group at Bury St. Edmunds . .	5
Maint Officer	* Dick Troy	(805) 522-5061	konvair@aol.com	New Aviation Museum Signs . . . . .	5
Safety Officer	* Bob Goubitz	(805) 388-8341	rgoubitz.cafsocial@zoemail.net	New Wing Members . . . . .	6
Facility Officer	Bob Albee	(805) 583-4872	loll@earthlink.net	Our Own Heroes . . . . .	6
Training Officer	Jason Somes	(818) 292-4646	airboss@jasonairracing.com	Pilot Maker Day . . . . .	6
Public Info Officer	Pat Brown	(805) 479-2221		Wing Photo Page I . . . . .	7
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Gift Shop Manager	Sarah de Bree	(805) 389-9185	scdebree@aol.com	Wing Photo Page II . . . . .	11
Webmaster	Dave Flood	(805) 987-7231	macantuile@yahoo.com	Goodyear Air Show News . . . . .	12
Air Show Officer	Al Kepler	(818) 352-4318	kepler53@yahoo.com	Museum Update . . . . .	12
Air Show Coord.	Bill O'Neill	(805) 495-4915	scwairshow@aol.com	Christmas Party Last Call . . . . .	12
Chief Docent	Charles Miller	(805) 383-6998	camamiller@att.net	Remembrances of Pearl Harbor Day. . .	13
Newsletter Editor	Dave Flood	(805) 987-7231	macantuile@yahoo.com	2007 Wing Membership Renewal . . . . .	14
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HANGAR PHONE (805) 482-0064 HANGAR FAX (805) 482-0348 WEBSITE <a href="http://www.orgsites.com/ca/caf-social">www.orgsites.com/ca/caf-social</a>				<b>Submittal Deadline - 15th of the month</b> Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501	

\* Denotes Staff Position

## Wing Leader's Report

by Casey de Bree



This is my 48<sup>th</sup> and final column as your Wing Leader. It is hard to believe that four years have passed since I took the office in January 2003.

I could not have survived these four years without lots of help from all you wonderful Southern California Wing members. I want to thank all of you for the help and encouragement you

have given me during my term. As our Wing has grown, the complexities of our operation have grown with it. The Southern California Wing manages to do a great deal with relatively little income and this is a tribute to all of you who keep 'em flying and keep our operation humming.

I expect that the Southern California Wing will start 2007 about the same way it started 2006. The financial picture is expected to be such that all the 2006 bills will be paid and careful management should get us past the usual lean first quarter of the year. We attended a few air shows in the last months of 2006 that we did not expect to attend, which gave us a welcome boost in year-end income.

Please note that the December Wing Staff meeting is on the first Saturday, December 2, as usual but that the time is 1:00 PM rather than the usual. I apologize for the change but due to a conflict, I will not be at the hangar in time for a 9:30 AM meeting.

The Wing is trying some new attention-getters with a featured aircraft day scheduled for December 9 that will feature the "pilot makers," the military trainers. We will be featuring the SNJ/AT-6 and T-28 trainers and are planning some interesting things for our museum visitors on that day.

We are also proceeding with plans to offer rides for hire to the public in our SNJ. We anticipate that this will not only provide additional income to the Wing, but publicity as well.

The City of Camarillo is proceeding with local street signs that will direct visitors to our museum. We are apparently one of the best-kept secrets in Ventura County, and these signs should let them know we are here. While our initial effort to get a freeway sign advising travelers on the US 101 freeway of our museum did not work out, we are not giving up and we may eventually have our signs.

John Lage, the CAF's Director of Marketing in Midland, has some ideas to reinforce the brand identity for the organization. A survey has indicated that only 2% of Americans know who the CAF is. As most of you know, the CAF is trying hard to present a consistent face to the public in all areas of the country, and has asked the wings to stop using the old Confederate Air Force uniforms and logos and present a unified Commemorative Air Force face to the public. CAF aircraft appear at many air shows all over the United States and John has proposed that all our aircraft carry the CAF wings logo in an unobtrusive, yet visible, location on the aircraft. At present, one needs to look under the horizontal stabilizer to see the words

"Commemorative Air Force," and a few CAF aircraft are reportedly still marked "Confederate Air Force." A consistent aircraft marking and use of a logo will increase our brand recognition to the public while not adversely detracting from the authenticity of the aircraft's paint scheme. That can only help us.

Our C-46 *China Doll* made her first flight in 2006 on November 1 after being grounded all year for a major structural inspection and upgrading of her engine fire detection system. There is still a problem with pressure fluctuations in the aircraft's hydraulic system and the maintenance crew has some more work left to do to correct that, but she is otherwise ready to go.

We sent the F6F, F8F, A6M3, and C-131 to the CAF's Airsho 2006 in Midland November 4-5. Sarah and I attended Airsho this year and combined the trip east with visits to relatives in Oklahoma and Arizona, taking a break from playing Wing Leader and Museum Director.

Our other aircraft will undergo their annual inspections now that the air show season is over to get them ready for the 2007 air show season. The F6F, F8F, and C-131 went to Nellis Air Force Base near Las Vegas over the weekend of November 11-12 for our final air show this year.

Despite being out of state for most of the year, the Wing's A6M3 *Zero* put in several appearances at air shows outside of California and earned the Wing some much-needed revenue. We are looking forward to having the aircraft back in Camarillo in March of 2007. I wish to thank the Arizona Wing for keeping the *Zero* in their hangar in Mesa, AZ this past year. The *Zero* was a money-maker for the Wing in 2005 and we are looking forward to having the aircraft back next year.

For those of you who like to renew early, there is a 2007 wing dues renewal form on page 12 of the Flight Line. Dues for the Wing run yearly from January 1, while those from Headquarters run from the date you joined. If you joined the Wing in October-December 2006 you are paid up for 2007.

Some of you have asked if I will be going away now that my term of office is up. The answer is "no," you can't get rid of me that easily. I decided not to run for any Wing Staff office in 2007 and will leave the decision-making to others for a while. The Wing Leader job has become somewhat more complex as we have grown and the government regulations get increasingly complex each year, so I will make myself available to assist the new Wing Leader with whatever he may request of me. I have taken on a number of duties that are unrelated to being Wing Leader and I expect to continue with those. I am also looking forward to being able to relax a little and take care of some of the personal things that I have neglected in the past year or two. Moreover, there are a seemingly endless number of projects crying to be done at the hangars.

Again, many thanks to those who have helped me and given me so much support through the rough periods these past four years. The Wing has accomplished many things because of all the great people like you.

See you at the hangar.

## Sight Right

By Charles Miller

When guns first appeared on airplanes in the First World War, no thought at first was given to gun sights. Whatever the gun had, that went on the airplane, and the airman made do. It was quickly discovered that air combat was something new, and some experimentation was done on gunsights for air combat, but never received wide application.

It does not appear that much thought was given to the matter between the First and Second World War, as the sights on the aircraft at the beginning of WW II were little different than those of the First. It was quickly discovered, however, that the higher speeds and greater capability of aircraft required greater accuracy of firepower to be effective. Before the end of the war gun sights became sophisticated optical and electronic computing devices. The computers compensated to some extent for factors such as lead, windage and bullet drop. The electronics, although primitive by current standards, are still surprising in their complexity. We have three such gun sights in the museum as examples.

One gun sight is from a ball turret that would have been mounted in the belly of a B-17 or B-24. It is an irregular shaped "black box" of about a foot wide and tall, nine inches deep as you face it. This thing fit in there with the gunner and two fifty-caliber machine guns, and ball turrets were cramped. This sight had to be in your face.

The box is filled with stabilizing gyroscopes and a computer. There are adjustment knobs on the box, and extending from the bottom is the sight in a housing. The sight itself is a small square of clear glass upon which a lighted sight pattern is projected, controlled by the computer. The gunner moved the turret so as to center the pattern on the target and fired. If the light went out (for whatever reason) a ring and bead iron sight could be turned into position and the gun aimed by eye and "Kentucky windage", or "that looks about right".

The fighter gun sight is smaller, but also has a primitive computer and gyros. It also has glass on which the aiming pattern is displayed, a ring of six rays radiating from a central point of light. Before combat a pilot dialed in his preferred combat range, perhaps 200 yards as an example. A slide on the front of the sight allows the pilot to set the wing span of a target when sighted, and this adjusts the size of the ring. When the wing span of the target match the ring, the selected range has been reached. If the bulb burned out, a second switch turns on a second display of a ring around a cross. This one was aimed by eye, and "looks about right".

The most sophisticated gun sight is from a B-29. B-29s had four gun turrets, two on top of the fuselage, near front and aft of middle, and two bottom, in about the same positions as the top. Each had two 50-caliber machine guns, except the top front turret frequently had four. A tail gunner had an additional two machine guns and a 20 millimeter cannon. There was a gun sight in the nose for

the bombardier, who doubled as gunner; three in the waist of the plane; and one for the rear gunner. All of these sights had local computers, which were tied into a central fire control station in the navigation compartment. The navigator entered factors such as air speed and altitude into this station.

Except for the tail gunner, the gunners were nowhere near their guns. They were in a pressurized cabin, and the four gun turrets were some distance away, unpressurized, and remotely aimed and fired. The gun sights had to take this displacement into consideration along with everything else. The manuals associated with these sights claim accuracy at 600 yards. At the time this was a long way in air combat.

This B-29's sight is about eight inches wide and deep, a foot tall, and is on a swivel mount. This one is obviously for a lower gun turret as it can only be traversed vertically from about an 80 degree down angle to perhaps 5 degrees down. The gunner put his forehead on a rest on the sight to look through an optical display and moved the sight by grasping hand wheels on each side. Thumb switches were provided to fire the guns. Each gunner had a primary turret. The top front turret primary gunner was the bombardier. Midships, two gunners had the bottom turrets, and one gunner had the top rear. Again, the tail gunner had his own set. There is a flat switch on the left hand control wheel of the sight. When the gunner had his hand on this he had control of his guns. If he was not using the guns, and the switch thus open, his guns were available to other gunners if a target they were tracking came into range. A gunner might be firing one or two, or an occasional possibility, all four turrets at a single target, a possible total of ten machine guns.

So, come on into the museum and take a look. You can turn on the lights on the fighter guns sight, and with our jury rigged optical system you can see the aiming displays. Try the target size slide. Try out the lever changing the manual display. Move the B-29 sight. Try the head-rest for fit. On the ball turret sight, find the iron sight. Flip it into position. These are artifacts you can play with.



© Photo by Dave Flood  
Navy fighter plane gun sight in our Aviation Museum.

## 94<sup>th</sup> Bomb Group at Bury St. Edmunds

by Dave Flood

Bury St. Edmunds (also known as Rougham, pronounced *ruffum*) Airfield, England was the base for the 94<sup>th</sup> Bomb Group, 3<sup>rd</sup> Air Division, 8<sup>th</sup> Air Force in WWII. The 94<sup>th</sup> flew Boeing B-17 Flying Fortresses out of Bury St. Edmunds on raids deep into Nazi Germany.

Two of our members were flyers with the 94<sup>th</sup> at Bury St. Edmunds, but at different times. They shared first names with a brother duo who had made aviation history many years before. Orville "Bill" Main and Wilbur Richardson are both members of our wing. Bill Main flew 35 missions in B-17s during his stint at BSE in late 1944 to mid-1945. Wilbur was at BSE before Bill arrived at the airfield.

Wilbur is now the Crew Chief on the Planes of Fame B-17 "Piccadilly Lily," stationed at Chino, CA. Bill is an archivist in our WWII Aviation Museum Library. For about a year, Bill and Wilbur were part of the crew of the CAF's B-17 "Sentimental Journey," now based at the CAF's Arizona Wing. Bill is also part of the group who purchased SNJ-5 #290 and then donated it to the CAF. It is still flying, and is our Wing's most active aircraft.

The 94<sup>th</sup> Bomb Group arrived at Bury St. Edmunds on 13 June, 1944, after a disastrous raid on Kiehl that left the group with heavy losses. With the arrival of the 94<sup>th</sup>, the field was extended to 50 hardstands and dispersal areas, three of which were diamond-shaped to give capacity for 50 aircraft. The main runway was east to west and was 2,000 yards long and 50 yards wide. A second runway was 1,400 yards from north to south, and the third was also 1,400 yards north to southeast. The control tower is still standing, and being restored by the Rougham Tower Association.

While at BSE, the 94<sup>th</sup> carried out 325 missions; were credited with 8,824 sorties; and dropped 18,925 tons of bombs. This was at a cost of 153 aircraft missing, with 27 lost because of operational accidents. With a crew of 10 per aircraft, the human lives lost were approximately 1,800 persons killed, missing, injured or captured. The 94<sup>th</sup> Bomb Group departed BSE/Rougham Airfield in December, 1945.



Recent satellite photo directly over Bury St. Edmunds Airfield. You can still see parts of the old runways.



Photo Courtesy Bill Main  
**2<sup>nd</sup> Lt. Orville William "Bill" Main – Age 19 and just commissioned as a USAAF pilot.**



**"Rougham Tower" – painting by Joe Crowfoot. It is being restored by the Rougham Tower Association.**

## New Aviation Museum Signs Installed

Pat Brown reports that her efforts to have directional signs for the WWII Aviation Museum have paid off handsomely. The City of Camarillo erected eight signs in late November. They are placed at the following locations:

- (1) Two sign at the southbound and northbound exits from the 101 freeway at Las Posas;
- (2) One sign on Las Posas southbound in front of the airport;
- (3) One sign on Las Posas northbound just south of Pleasant Valley;
- (4) Three signs on Pleasant Valley- 2 westbound before Eubanks and 1 eastbound before Eubanks;
- (5) One sign on Eubanks just beyond the Greek church.

## NEW MEMBERS IN CAF SO CAL WING

by Norm Swagler

We would like to welcome the following new members to the CAF So Cal Wing:

**Keith Bailey, Craig Kennedy, Greg Wakatsuki, Frank Cirillo, George Sands, Ernesto Acosta, Barry Schiff.**

Also, we have two new Cadets we'd like to welcome:

**Bennett Collings, Ernest Acosta**

If you meet any of these new members, be sure to give them a warm "Hello!" and show them around.

New members: If you want to work in the Museum, give Sarah DeBree a call at (805) 389-9185 (home) or send her an email at [scdebree@aol.com](mailto:scdebree@aol.com)

Or, if you want to work on the airplanes, give Joe Peppito a call at (805) 498-4187 or email him at [jocafpeppo@aol.com](mailto:jocafpeppo@aol.com)

If you're interested in helping the Wing in any other way, call:

Col. Norm Swagler, Personnel Officer (805) 482-6994 [pswagler@hotmail.com](mailto:pswagler@hotmail.com), or

Col. Ceci Stratford, Museum Volunteer (805) 630-3696 [cecipilot@sbcglobal.net](mailto:cecipilot@sbcglobal.net)

### Our Own Heroes

by Ceci Stratford

We received more responses from members who served in WWII. It is a pleasure to introduce you to one such veteran and give you his story in his own words.



**C-46 Commando #43-47117 at Cazes Arma Air Base, Casablanca, November, 1945.**

### Dee R. Forbes

Recruited to U.S. Army Air Force Mechanic Learner Program in June, 1941. Sent to Salt Lake City AAB to service lend-lease airplanes (B-24, LB-30, A-20, and Hudson bombers). In January, 1943, entered the service and had basic training in San Bruno, CA. Transferred to Homestead AAF, FL and maintained C-46s. He reports

that the best school he ever attended was C-46 school at Curtiss Factory, Buffalo, NY. In September, 1944 he traveled overseas on a Liberty Ship, landing in Naples, Italy. He served at Cazes AAB at Casablanca as a crew chief and flight engineer on C-46s. His group hauled hundreds of engines to and from China. Discharged March 8, 1946 and re-employed at Hill AFB.

His own words: "P.S. The 19<sup>th</sup> Bomb Group had twenty-six B-17s at Salt Lake City Army Air Base. They were at Clark Field, Manila, P.I. when they were attacked on Dec. 7, 1941. On Dec. 19, 1941 they flew a bombing mission, attacking Japanese ships heading for the Philippine Islands. I saw my first C-46 on the transient ramp at Hill AFB in November, 1942."

Thank you Dee for sending in your story. It is an important record of your service for our country. Many thanks for your work!

If there are other members who served in WWII and whose stories haven't been shared in this column, please send them to me at: [cecipilot@sbcglobal.net](mailto:cecipilot@sbcglobal.net) or to my attention at the WWII Aviation Museum, 455 Aviation Drive, Camarillo, CA 93012.

## Don't Forget "Pilot Maker" Day at Camarillo Airport, Saturday, December 9, 2006!

by Joe Peppito

This is a special Featured Aircraft Day, featuring military trainers (the T-6/SNJ, T-28 and T-34). Press releases are out and mailings sent to youth and veterans' groups in Ventura County. It's a perfect educational opportunity for the whole family - and hopefully a successful fund-raiser for the Wing.

We need your help for the event. Here are some of the jobs we need volunteers for:

**Ramp workers** for set up and cleanup, as well as general help during the event. (See Joe Peppito).

- **Flyer distribution** (See Ceci Stratford)
- **Refreshments** coordinator (See Ceci Stratford)
- **Gift Shop and Museum** docents & helpers (See Sarah deBree)
- **Sponsors/donors** for the event to help defray expenses and bring in revenue. Ask friends, businesses, yourselves for sponsorships, from \$20 to \$2000! We'll give credit to all who contribute, and anything over \$1000 will be offered a ride in 290!

Many thanks to those who've already signed up. Special thanks to Chuck Williams and Dick Whitten who've agreed to take photos of kids in "290", print them off, put them in frames, and sell them. And to Eric Van Gilder for doing the beautiful flyers. Civil Air Patrol Cadets and Military Explorers will be helping, too

Ceci Stratford (805) 630-3696  
Joe Peppito (805) 498-4187  
Sarah DeBree (805) 389-9185

## Wing Photo Page I



© Photo by Dave Flood  
Steve Barber with Barry Schiff, Ed. At Large of AOPA PILOT. Barry is checking out on the SNJ-5 #290.



© Photo by Dave Flood  
Boy Scout Troop from Tustin, CA. They spent half a day with us doing research for their Aviation Merit Badges. We welcome groups of youth to our museum.



© Photo by Dan Newcomb  
Marc Russell and Dan Newcomb flew a memorial flight over SD State Univ. in honor of their Iraq War dead.



© Photo by Gordon Twa  
Mark Matye flying our Hellcat somewhere over CA on the way to the Goodyear Air Show in Arizona.



© Photo by Gordon Twa  
Our C-131 Samaritan set up at the Goodyear Air Show, ready for customers. Notice the desert surroundings.



© Photo by Eric Van Gilder [www.vg-photo.com](http://www.vg-photo.com)  
Air Force Legacy Flight at the Edwards AFB Air Show.



## Letter To Casey de Bree from Retired Brig. Gen. Reg Urschler, USAF

Casey:

Just a quick word from the Mid-West where the Indians and women are wild (I wish) to share a few brief thoughts with you.

I read your Wing Newsletter each month beginning with your comments as Wing Leader and I want you to know...for what it's worth...how much I appreciate and respect your obvious interest and personal concern for your people...who are our *lifeblood*... and for your airplanes. You have a knack of writing as though you address each person specifically and "personally", which in my opinion, is a talent missed by too many of those who are given the authority of responsible positions by their peers.

The position you occupy as Wing Leader...as you well know...is a challenge to say the least, and the challenge to maintain one's own morale becomes even more daunting when it appears...all too often.....that you are out there "leading the parade" and no one is following. Fortunately you are surrounded by a wonderful group of troops who "march" along with you in your proud parade.

You...and thankfully, we here at the Great Plains Wing...are blessed with dedicated, loyal and patient supporters who truly understand what these old airplanes represent...the sacrifices, the sweat, the tears, the anguish...and they, the volunteers, continue to perform admirably in spite...too many times.. of what appears to be less than complete understanding and support from "outside", and...unfortunately, sometimes even "inside". But at the same time, we absolutely must be most cautious of our priorities in how these precious assets are utilized.....and who flies them...for these assets indeed, are irreplaceable. All too often it would appear, our judgment can be ...and has been...swayed by the influence of money...and our abominable safety(?) "wreckord" reflects accordingly. Where else in this world can a pilot fly a million-dollar-plus aircraft for a \$10,000 dollar investment, destroy it...and simply walk away?

You have done yeoman's work in my opinion and I'm quick to confirm what I know you already are saying in your own thoughts....it doesn't happen in a vacuum and without "help".....it truly is a "TEAM" effort.

True leaders understand, recognize, nurture and encourage those who demonstrate the "passion", drive and determination to, by golly, keep these old kites flying, in spite of the many obstacles, money being just one. I believe you truly understand we are but mere "stewards" and "caretakers" of these valuable assets which, through

the love, care, attention and respect of those who maintain, support and fly them, tell the story of a critical time in our great country's history when we nearly lost what we should realize...and appreciate...is our most precious possession.....*our Freedom*.

So when you "go out the door", know there are many of us who appreciate and respect what you have accomplished, also knowing that while your shoes may be difficult to fill, none of us is irreplaceable. And as long as we are here to "help" in some way with whatever talents we may possess, those who follow on will continue to meet the challenge. For what we do is a .....*"noble and worthy cause"*.

God Bless... "Tail Winds"...and..."Keep 'em Flying"!

Warmest regards,

Reg



© Photo by Ralph Duenas

**The CAF's P-51D Mustang "Gunfighter," piloted by Reg Urschler of the Minnesota Wing, CAF. Col. Urschler is a retired U.S. Air Force brigadier general, and was a Wing Commander at Offutt AFB, Nebraska, where "Gunfighter" was rebuilt.**



**Reg Urschler reminiscing with Tony Rais during a 1988 reunion of 55 SRWA. Tony flew 51s in WWII.**

## Operation El Dorado Canyon by Dave Flood

Late in the evening of April 14, 1986, two dozen F-111 Aardvark fighter-bombers of the 48<sup>th</sup> Tactical Fighter Wing, USAF, took off from Lakenheath Air Base in England on a 2,800-mile bombing raid aimed at Libya. They skirted Spain and France, both of whom had denied fly-over rights. They were refueled several times on the circuitous flight, and arrived off the coast of Tripoli, Libya in the early morning darkness of April 15.

The secret raid, designated "Operation El Dorado Canyon," had been ordered by President Ronald Reagan in retaliation for a terrorist bombing of a West Berlin disco, in which 200 people, including 63 U.S. soldiers, had been injured, and two had been killed. The terrorists had been trained in Libya.

All but one of the F-111s returned safely to England. Aboard the lost plane, codenamed Karma-52, were the pilot, Maj. Fernando Ribas-Dominicci, and the weapons systems operator, Capt. Paul F. Lorence.

Karma-52, it has been surmised, was hit by Libyan anti-aircraft rockets, and crashed into the Mediterranean Sea before it could release its bombs on Libyan leader Moammar Gadhafi's stronghold. The remains of the pilot were returned by Libya three years after the crash. An autopsy on his body determined that Maj. Ribas-Dominicci had been alive on impact, but had subsequently drowned. Television footage of some Libyans holding helmets, one with the name "Lorence," on it have continued to give Lorence's family and friends the hope that his body had also been recovered.

To date, however, no amount of questioning of either the Libyan or the U.S. government has resulted in a definitive solution to the whereabouts of Capt. Lorence's remains. He is not even listed as "Missing In Action."

Capt. Paul F. Lorence received a Bachelor of Arts in History degree, Summa Cum Laude, from San Francisco State University in 1980. He was a native of Oakland, CA. Paul was thirty-one when he died, and he left a wife and an 8-month-old son, both of whom still live in England.

Won't you help in the search for Capt. Lorence? Please join Eric Van Gilder, a Wing member, and a USAF veteran who served with the 48<sup>th</sup> Tactical Fighter Wing at Lakenheath Air Base at the time of the F-111 raid, in requesting information on Capt. Lorence.

Go to: <http://www.petitiononline.com/k52foia/petition.html>

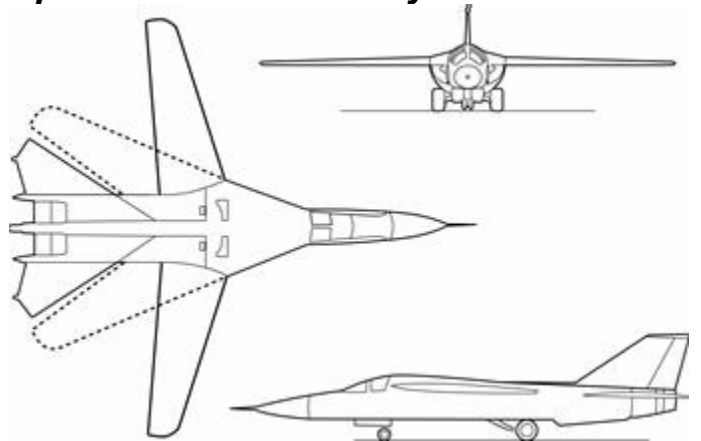


**General Dynamics F-111 Aardvark dropping bombs on a practice run over the desert. This type aircraft made an historic bombing raid on Libya in April, 1986.**



**Capt. Paul F. Lorence, Weapons System Operator, 48<sup>th</sup> Tactical Fighter Wing, USAF, Lakenheath AB, England. Missing In Action over Tripoli, Libya – April 15, 1986.**

### **Specifications: Gen. Dynamics F-111**



#### **General characteristics**

**Crew:** Two (pilot and weapons system operator)

**Unit cost:** \$15 million USD

**Length:** 73.5 ft (22.4 m)

**Wingspan:** 63.0 ft spread, 32.0 ft swept (19.2 m / 9.74 m)

**Height:** 17.13 ft (5.22 m)

**Max takeoff weight:** 98,979 lb (44,896 kg)

**Powerplant:** 2× [Pratt & Whitney TF30-P-100 turbfans](#)

**Maximum speed:** [Mach 2.5](#), (1,650 mph)

**Range:** 1,330 mi combat

### **Docents Needed in Aviation Museum !**

Please contact Charles Miller at (805) 383-6998 to volunteer your services as a docent. You'll be glad you did!

## Maintenance Officer's Report by Dick Troy (continuation from the Nov. issue)

A General Electric CF6 engine in the stand weighs approx 9,000 pounds plus the weight of the pylon. The front-eylon-to-front-spar attach point is appropriately named "the tombstone" because it looks like, well, a tombstone. The aft-eylon-to-wing mount is referred to as the "rear (or aft) clevis." The "tombstone" does all the major work. It supports the eylon/engine installation; takes thrust and reverse loads; flight turbulence; hard landings etc. The "aft clevis" resists rotational loads - such as at takeoff power when the engine actually wants to rotate up over the wing. The clevis prevents this from happening. This was the critical part in the forklift eylon/engine removal scenario. Even with a large forklift, installing this assembly is a very critical maneuver. Due to the large arm and massive weight it is difficult to maneuver this entire unit into the precise position that is required to match up all mounting points without causing damage to the wing to eylon mounting structure. It was sometimes necessary to put such incredible force on the structure in order to get things lined up, via the fork lift, that the nose gear would come off the ground. Finally, when, through sheer force, the eylon would line up with the front and rear mating partners, it sounded like a 12 -gauge shotgun being discharged. The mounting hardware was then installed; the rest of the required controls, connectors, ducts etc. hooked up; and the job was completed - saving time and money. The rest of the job was completed and the aircraft returned to service.

This was not an approved method of eylon or engine replacement but was developed by AA for that purpose. As you can imagine,, you can only get away with things like this for a very limited time. Such was the case in Chicago, as we saw the sickening picture of this huge aircraft rolling over and crashing. NC110 was destroyed, along with the countless lives it affected on that tragic day. Subsequent investigation into the accident showed that the one-step removal/installation process through the use of the forklift was the principal cause of the disaster. The massive amount of lifting force required to get things set and lined up had caused the aft eylon fitting to develop hairline cracks, that, through repeated exposure to rotational forces, finally resulted in total failure of the mount. Once freed of the aft support, the tombstone then acted as a pivot and the upward force of the engine at takeoff power simply wanted to go up and over the wing. Along the way it also took out the hydraulic lines that actuate the leading edge devices, allowing them to retract and reduce lift on that side of the airplane. Meanwhile, the leading edge devices on the opposite wing were in the "extend" position, making a bad situation even worse. The aircraft was doomed from the get-go.

What could have been done to prevent this from occurring in the first place? Well, there were several things that could have stopped this in its tracks. (1) If the manufacturer does not approve of a modification of installation/removal procedures, chances are there's a good reason for it. Recommendation: don't do it. (2) When the installation of the assembly becomes overly burdensome (remember the 12-gauge shotgun blast), stop

what you are doing and thoroughly investigate and insure all is well. (3) In efforts to save time and money, pressure was applied to all the personnel involved in doing this job to "getter dun." This is akin to "get home." It is what we all have experienced at some time or another when we attend air shows. We "gotta get home." Bad decision. If it can't be done safely, it ain't worth doing. (4) Finally, when things just don't seem right -chances are they aren't.

End result: engine changes are now done with load cells that manage the stresses on the pylons during engine changes. Also pylons are removed and installed in separate operations.

Well that's it for this month. Until next - be safe and fly safe.



An amateur photographer took this shot of American Airlines DC-10 #NC110/Flight 191 seconds before it crashed at O'Hare Field in Chicago on May 25, 1979. The No. 1 engine was already off and on the runway, and jet fuel and hydraulic fluid was streaming from the eylon. 270 people, including crew, died in the crash.



© Photo by Frank Mormillo  
**Dick Troy , our Maintenance Officer, gassing it up!**

## Wing Photo Page II



© Photo by Frank Mormillo  
**Chuck Kelly and Terry Cedar at the controls of the C-131 *Samaritan* before taking off for Tucumcari, NM. That air show was halted after a fatal crash.**



© Photo by Frank Mormillo  
**Pilot Mark Matye in the *Hellcat's* cockpit . He performed at both the Tucumcari Air Show and at Midland's Air Sho 2006. A large contingent from our Wing attended both Tucumcari and Air Sho 2006.**



© Photo by Charles Valentine  
***China Doll* starting her test flight on Nov. 1 after being out of action for over a year. She's flying again!!!**



© Photo by Frank Mormillo  
**CAF's TBM *Avenger*, SB2C *Helldiver*, and A6M3 *Zero* (top to bottom) lookin' real good in the Texas skies!**



© Photo by Frank Mormillo  
**Just so you don't forget what our *Zero* looks like, here she is flying high at Midland, with Jason Somes in the cockpit. She'll be back in our hangar in early 2007.**

During the time our *China Doll* was out of service, our C-131 *Samaritan* made it to almost all the air shows during this past season. The sleek airliner "did us proud," and helped to add needed finances to our budget. Thanks to all on the C-131 crew for their help!

## Goodyear Air Show News

by Bill O'Neill

Every once in a while, you attend an air show that is both a boon and a bane to attend. The Goodyear Balloon and Air Spectacular in Arizona was one of those.

### FIRST - THE BAD NEWS:

Gloria Troy was not with us, so our trip to and from was not what we hoped for. Gloria - we missed you!!!

After we landed and were refueled, it took 3 hours to have someone tow us to our static location. This eliminated any possibility of setting up the PX and Tours for the Friday afternoon crowd that was there to see the balloons.

Towing the plane to our assigned parking place was exciting (and it shouldn't be). The taxi way near our parking area was narrow, and there were planes parked where our wing overhung it (an F-16 pilot was standing there with a look of trepidation on his face. I assured him that we hadn't hit one yet). Tents were in the way and spectators thought it was the neatest thing to get as close as possible to the plane to take pictures while it was being towed. We successfully traversed this slalom course due to the diligent efforts of our entire crew.

The location was a disaster. The area was fine dirt, almost like talcum powder. When people walked, the fine dirt flew into the air. When there was a breeze, it was like having a low level fog. The people who toured the plane tracked in many pounds of dirt. By the end of the show the plane was absolutely filthy. It was not a pleasant place to be parked.

### NOW THE GOOD NEWS:

We all had a good time. We stayed in a nice motel. The show was great; watching the colorful balloons and the performers. AND...AND we had a great weekend for revenue. The C-131 brought home \$6,742 from the appearance fee, PX and Tours, plus 800 gallons of fuel. The fighters brought home \$8,500 plus fuel and some oil. As you can see it was a profitable weekend for the wing.

I can't close without saying a few words about after we returned home. The Tuesday after we returned, Sarah de Bree, Jim Tierney and Gordon Twa helped clean the interior of the plane, for it was filthy. Everywhere you looked the interior was awash in dirt. It took many hours of hard work to bring it up to an acceptable level. Thanks Sarah, Jim and Gordon for all of your hard work!

Next year we will have to assess the situation to see if we want to go back to a show with all of the aforementioned problems. Hopefully, it will all be academic, for they will have fixed all of the problems we encountered.

Next month I'll report on the Thermal and Nellis AFB air shows. They occurred on the weekends of November 4/5 and 11/12 respectively.

## Museum Update

by Sarah de Bree

We currently have two of the Museum associates in sick bay. Jim Tierney had surgery and is home recuperating and Jim Hinkelman has been recovering from a very serious bout with Pneumonia. Let's send them both our strongest thoughts for their speedy recovery and return to us here on Aviation Drive. Be sure to call Tierney and tell him your best jokes. I hear it's great on stitches!

The holiday season is approaching and that means we need to get started on the float for the Camarillo holiday parade on December 9. The wooden tri-plane seen, in several pieces, on the Museum floor, needs to be assembled. We need skilled types that can saw, hammer and paint a barn facade in keeping with the 'farm' theme of the parade. Please contact me, Walt Metcalf or Vern Olson if you would like to help. Anyone know how get a few hay bales?

We have received the promised new caps and shirts. There are two types of shirts, Polo and Tee in Navy and we will have both Navy and Black caps. For those of you who have been requesting these items look for them in about two weeks after the embroidery facility finishes their task. We should be able to offer a better price than in the past thanks in part to Jim Hinckley who has worked with the embroidery shop to negotiate a better price. I purchased the shirts at a very good price and these savings will be passed on to our members.

Now, some of the hats seen around on the volunteers are in really bad shape. This is your chance to throw out the old and put on the new!

Two maintenance teams have opted to have their aircraft type written out, e.g. F8F Bearcat and F6F Hellcat, on their caps in lieu of the CAF Logo. If your team would like this option just let me know. Our Wing name and location will still appear on the back of the cap.

We have decided to try T-shirts, along with the usual Polo shirt, to give you an option as well as being cooler during the 'hot' months.

The gift shop will have a Santa's Corner this year so be sure to take time to look around and let your family and friends know about the new items as ideas for gifts and the smaller items that make great stocking stuffers. You don't want to upset Santa now do you??? (Making a list, checking it twice...). Soon the elves will be putting up a tree and a few seasonal decorations. For those who sing your holiday song 'Bah---Hum---Bug', just keep it very soft...it upsets the elves!

Shop early and shop often...!

Until next time...

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## Christmas Party Last Call!

Contact Casey de Bree or Pat Brown if you plan to attend the Christmas Party. Date: December 1; Time: 6:00. Place: Residence Inn, 2101 W. Vineyard, Oxnard; Cost: \$35.

Choice: Prime rib; lemon herb chicken; vegetarian plate.

To call Casey: (805) 389-9185

To call Pat: (805) 479-2221.

# Remembrances of Pearl Harbor Day

by Clifford Brown

When I was a little kid, Christmas was the ultimate event to look forward to. It didn't seem to come often enough. But another event started to compete. The mayor of Los Angeles, Fletcher Bowron, started reading the funny papers to kids over the radio on Sunday mornings.

In those days, the Sunday comics (or funny papers, or whatever you wanted to call them) were at least ten pages long. Not the skimpy little things of today. There were great characters: Lil' Abner, Superman, Blondie, Popeye and Prince Valiant, to name a few. Most are gone today. The mayor would bring them to life by mimicking the voices of each character.

My brother and I would sit on the floor in our winter flannel pajamas in front of a big Zenith floor-model radio. We would follow along as the mayor read to us. All kids love to have stories read to them. We could hear what each character was saying, and, at the same time, we could see what they were doing. My favorite was "Prince Valiant and His Singing Sword," a character out of King Arthur's Court. Unlike most cartoons, the strip is drawn with exquisite detail and realism. It survives today. Each Sunday I still follow the adventures of Prince Valiant in the *Ventura County Star*.

One Sunday in early winter, the program was just ending when an announcer named John Daly broke in and said, "President Roosevelt has just announced that the Japanese have attacked Pearl Harbor, Hawaii by air. The attack was made on all military and naval activities on the principal island of Oahu." This report was almost in real time, as it was 11:30 a.m. in Los Angeles and 9:30 a.m. in Hawaii. The attack had started at 7:55 a.m. Hawaiian time, and was still in progress as we listened to the radio report.

My parents had a friend who was a naval architect working at Pearl Harbor. They knew the location of Pearl Harbor and the Hawaiian Islands. We looked on a big map of the world given to us as a gift from our insurance company. And there, in the middle of the Pacific Ocean, were the little dots that were the Hawaiian Islands. My parents said that we were at war. I never remember listening to Mayor Bowron read the Sunday funny papers again.

The date was December 7, 1941, and I was almost ten year old.



**Christmas at Arlington Cemetery. Lest we forget!**



© Photo by Jim Hinckley

**Our C-131 Samaritan on proud display at the Thermal, CA Air Show on November 4, 2006.**



© Photo by Gordon Twa

**Our stellar volunteers hard at work at the PX next to the C-131 at the Thermal Air Show. From left: Al Kepler, Gene O'Neal, Dick Troy, and Jim Hinckley.**



© Photo by Gordon Twa

**The F8F-2 Bearcat pulling up alongside the C-131 on the trip to Thermal. Jason Somes is in the cockpit.**

## Christmas Wreaths at Arlington

Merrill Worcester, owner of the Worcester Wreath Co. of Harrington, Maine, donates 5,000 wreaths each year to decorate the graves at Arlington National Cemetery. He also covers the trucking expense. He's been doing this act of charity since 1992. Groups of Maine school kids take educational trips to Washington, DC and help to put the wreaths on the graves. What a wonderful act of kindness!



Southern California Wing  
 455 Aviation Drive  
 Camarillo, CA 93010

**2007 WING MEMBERSHIP RENEWAL NOTICE**

November 15, 2006

Dear Wing Member,

It's time again to renew your annual membership in the Southern California Wing of the Commemorative Air Force. We sincerely hope you will retain your affiliation with our wing since we expect exciting things to happen in 2007.

We are one of the leading wings in the CAF with more than 300 Wing members and nine assigned aircraft. Our museum has become a major attraction in the Camarillo area and both attendance and museum income have risen steadily. Our plans are to continue this growth and we want you to be a part of these exciting happenings.

To renew your membership, just remove this page from the newsletter, complete the information requested, enclose your check payable to the Southern California Wing, and return by March 1, 2007 to:

CAF Southern California Wing  
 455 Aviation Drive  
 Camarillo, CA 93010  
 Attn: Personnel Officer

Any contribution in addition to your \$50.<sup>00</sup> annual dues will be greatly appreciated. Contributions are welcome to help us complete the many projects we are undertaking, such as building out the interior areas of the hangars and museum, retire the debt incurred to repair the C-131 right engine, the B-25/PBJ restoration, the SNJ-4 restoration, the Fairchild F-24 restoration, the Spitfire restoration and any other project you may wish to support.

Sincerely,

Casey de Bree, Wing Leader

2007 Wing Dues	\$50. <sup>00</sup>
C-131 Loan Retirement	_____
Hangar/Museum Interior Build-Out	_____
B-25/PBJ Restoration	_____
SNJ-4 Restoration	_____
Fairchild F-24 Restoration	_____
Spitfire Restoration	_____
Other _____	_____
Total	_____

Name: \_\_\_\_\_ Col. #: \_\_\_\_\_

Street: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

THE CAF IS A PATRIOTIC ORGANIZATION DEDICATED TO THE PRESERVATION OF THE WORLD'S GREAT COMBAT AIRCRAFT  
**CONTRIBUTIONS TO THE CAF ARE TAX DEDUCTIBLE**