

Flight Line

The Official Publication of the CAF

Southern California Wing
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© Photo by Eric Van Gilder www.vg-photo.com



© Photo by Dave Flood

The hard-working crew of the Fairchild F-24 Restoration Project: Yoshi Abe, Norm Swagler and Jim Price. You can help them, and their Crew Chief, Bob Albee, by sending a donation to the project at the address above, c/o Fairchild Restoration Project. Thank you!

**Wing Staff Meeting, Saturday, February 3, 2007 at 9:30 a.m. at the
CAF Museum Hangar, 455 Aviation Drive, Camarillo Airport**

THE CAF IS A PATRIOTIC ORGANIZATION DEDICATED TO THE PRESERVATION OF THE WORLD'S GREATEST COMBAT AIRCRAFT

February 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 Work Day	2	3 Work Day Staff Meeting 9:30 AM
4	5	6 Work Day	7	8 Work Day	9	10 Work Day
11	12	13 Work Day	14 Valentine's Day	15 Work Day	16	17 Work Day
18	19 Celebration of the 50th Day of the CAF's 50th Year	20 Work Day	21	22 Work Day	23	24 Work Day
25	26	27 Work Day	28			

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Maint Officer	* Joe Peppito	(805) 498-4187	jocafpeppo@msn.com	Doolittle's Raiders Reunion 2007 6
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* Denotes Staff Position				

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Wing Leader's Report

by Steve Barber

Happy New Year to all! As Yogi Berra would say, "It's Deja Vu all over again". I'm Wing Leader and Joe Peppito is Maintenance Officer. Look out world! If this is not enough drama in my life, I've also been elected to the CAF General Staff. My wife wants to know when I have time for my real job? I guess I neglected to tell her this is my real job (passion) and my work allows me to support my lifestyle.

As this year opened, we have had several of our members suffering from health problems and I'd like to take this opportunity to let them know we all care about them and wish them the best. We need you to get well so you can get back to work! Horst and Rudi Wallasch are both having problems. Al Smith and Jim Basso are recovering from various problems and just yesterday, Sarah de Bree fell and injured herself. Dave Long and Charles Miller are fighting to regain their health and God only knows, there are others. To all of you, I want you to know the Wing personnel care about you and if there is anything at all any of us can do for you, do not hesitate to let us know. We are a family. Some may call it a dysfunctional one, but, none-the-less, we are family.

If you have been out of your house recently, you know that we've had high winds and record breaking low temperatures. The high winds have damaged some of the hangar sheet metal, which is now in the process of being repaired. The Department of Airports has rightfully asked us to install hangar clearance lights on top of our hangars as directed by the FAA at the time we applied for a building permit. Those two projects are in process as I type this and so if you notice work on the outside of the hangars - that is what is being done.

Speaking of the weather, the weekend of January 19-21 was to be my first meeting with the General Staff in Midland, Texas. However, the weather there was horrible with snow, ice and sub-freezing temperatures with more on the way! On Jan 17th, I received a phone call that we would be conducting the meeting via conference calling due to so many not being able to get to Midland. Global warming? Well, maybe.

When it rains, well - you know the rest. The fire department came to us last week to let us know we can no longer use the hangar for large gatherings until we receive an "A" occupancy permit. To do this, we must have an architect draw up the requirements, then change what we must, then submit that to the fire department for approval. This is going on as I type this. Let's hope this process goes quickly, as a substantial part of our revenue comes from social functions at our hangar.

All of our aircraft are down for winter maintenance except for the SNJ-5 "290". The crews are working hard to have them ready to go for the air show season. Once again the cry goes out to our members, if you are not involved with a specific project at the Wing or volunteering in the Wing's Museum, now is the time. Forget losing weight, or

stopping some other habit, get involved. We need you! Its fun, you get to eat food that Joe Peppito's wife gives him to take to the hangar (like me, he doesn't need to eat more) and where else can you get to insult your friends and work your butt off with our "highly paid" volunteers? We promise you will feel good about yourself, have a good time and be able to say you made a difference!

Speaking of our volunteers, we have many that are reaching for the stars. Chris Rushing, our F6F-5 Crew Chief, has passed all of his requirements, and, as soon as the Hellcat is flying, will checkout as its newest pilot! Congratulations, Chris! Now get back to work! Ken Gottschall has been approved for checkout in the Hellcat as well and was to go with me to Midland for his G/S interview. However, the weather intervened and he will attempt to do so later in February. David Baker received his F.A.S.T. formation card, thanks to his hard work and with Jason Somes and others flying with him. Well done, Old Chap!

Let's have a healthy, safe and fun new year. To all of you who support us, and work so hard to make things happen, thank you so very much. God bless our country, and please say a prayer for our troops. Speak with you next month.

Maintenance Officer's Report

by Joe Peppito

Well, here we are in the year 2007 with a new group of Unit Officers.

As an old-time member of the Southern California Wing, I feel right at home as your new Unit Maintenance Officer, as I have held this position for about 16 years prior to becoming your Wing Leader in 1999.

I feel that as your new Maintenance Officer I can lead you to bigger and better aircraft maintenance activities.

As I have been telling everybody in our Unit - we are in one big team and aircraft maintenance is a team effort. We should all be working together on all of the aircraft - regardless if they are a flying aircraft or in restoration.

I plan on having more unit maintenance meetings and crew chief meetings so that everyone working on airplanes knows what is happening on all of our airplanes. I have had a couple of Crew Chief meetings already to bring the Crew Chiefs up to speed - and they have been quite successful.

I will make myself available to everyone and will listen to anyone's suggestions for improvement in our aircraft maintenance activities. I also plan on giving recognition to any and all maintenance personnel for outstanding performance. So remember - we are all members of the CAF Southern California Wing "TEAM" - so let's all work together.

China Doll As A Bug Sprayer by Paul Crumley

Here is a story about a project involving four C46 airplanes modified and used to spray forests in the Northeastern US and New Brunswick in 1975 and 1976.

Three of the four airplanes -- N604SE, N608SE (now known as "Tinker Belle") and N53594 ("China Doll") had been lounging around Willow Run Airport in Ypsilanti, Michigan (YIP) for a couple of years or so. I was working as a mechanic helper -- sheet metal mostly -- for Rosenbalm Aviation, which Bill Rosenbalm had formed in 1973 with a core of C46 airplanes obtained from Intermountain Aviation and Shamrock Airlines. One day in May of 1975 we were instructed to pull these three airplanes to our hangar and get them ready for a ferry flight to Medford, Oregon to be converted into forest sprayers. Some engines showed up from an Air America surplus sale, and we selected the best of these to install on the C46s as needed. We spent a couple of weeks changing engines, tires, brakes and such, pulling birds' nests out of the airframes; repairing minor damage to the airframes and doing some scheduled inspections -- compression checks, gear swings, avionics and electrical systems checks, etc.



© Photo by Paul Crumley

#53594 in Medford, OR during sprayer modification.

The fourth airplane (I can't remember its tail number) left first -- it had been in service with Rosenbalm until it came due for an airframe overhaul and was pretty much ready-to-fly, compared to the other three. We sent out the other three as quickly as we could put them together, test fly them locally and get them under way. I came to work one afternoon expecting to see the end of the project, since N604SE, the last airplane (which had the most work to be done to it) was pretty much completed. Instead, our foreman asked me how long it would take me to get ready to go to Medford. The team out there was short-handed,

and several of us from Willow Run "volunteered" to go there to help. Three other mechanics and I loaded up tools and equipment in N604SE, and departed for Medford late at night, flying there via Kansas City and Salt Lake City. Because the pilot was leery of the number 2 engine (It ran hotter and with oil pressure 20 psi lower than normal, barely in limits), he elected to fly directly from KCK to SLC over Denver to save time, rather than a lower, longer northern route. Since the MEA in the Denver area is over 14,500 feet, we had to cruise at 16,500 feet west of Denver. We were all afraid of the cabin and cockpit heaters -- they hadn't been operated in years -- so we just flew cold; the oxygen system consisted of a single portable bottle which we all shared as we felt necessary. We pretty much encouraged the pilot and co-pilot to use it the most, of course! We entered the Rocky Mountains just west of Denver at about sunrise though, so it was a scenic, if uncomfortable flight. I think we all surreptitiously watched the oil pressure on the right engine as much as we did the snowcaps, though, to tell the truth.

In Medford, four airplanes were being modified at once -- spray booms on the wings, four five-hundred gallon tanks in the cabin, an air-driven pump on the belly and miscellaneous pipes and valves to make it all work. There was an aeronautical engineer on premises to keep us straight, but most of the engineering was of the "TLAR" (That Looks About Right) variety. Tim Keffer, Director of Maintenance for Rosenbalm Aviation and chief welder, was the overall project manager. Tim cut and welded aluminum for nearly 12 hours every day -- welding manifolds for the tanks, plumbing for the pump, the booms, miscellaneous fittings, each part made in quadruplicate. All the curves in the piping were made by mitering and welding segments of four-inch aluminum pipes.

The four tanks were military surplus aluminum 500-gallon tanks, which were manifolded together into a fill, pump and emergency dump system. The manifold was laid on the floor and attached to the cargo hold tie-downs, as were the tanks. In the second season of operation I was to get to know these tanks a lot more than I ever wanted to.

The full-span spray booms were aluminum tubes welded together at the dihedral break, drilled and tapped for spray nozzles and supported near the trailing edge of the wings by triangular aluminum plates which were perforated for weight savings, attached to rails that were huck-bolted to the wing structure.

My job was mounting and plumbing the pumps. I had to cut out part of the lower skin, mount some heavy aluminum angle rails to the fuselage frames and mount the pumps to the rails. I spent two weeks mostly crouched under the airplanes, or waist-up in the accessory compartment door. I was also responsible for the installation and wiring of the control valve and indication system.

We worked for nearly a week on the first airplane, since it was the prototype. We loaded it with a partial load of fresh water for testing, and sent it out on a test-flight, wondering if this thing was even going to get airborne. It did, and actually seemed to fly pretty well. The spray system, though it only had open ports where the nozzles would go,

worked well, and it was gratifying to see all of the pieces come together. The flight crew said the flight characteristics were not seriously different from the unmodified airplane. In fact, they said it was really difficult to get the airplane to stall at all, which had been one of our biggest concerns. Obviously the extra drag on the wings slowed it down quite a bit, but overall it performed better than hoped-for. After the test flight the first airplane was quickly dispatched back east to continue in preparation for spraying against spruce budworms in Millinocket, Maine. Since we had made three copies of everything that fit while building the first system, the remaining three were more like assembling a jigsaw puzzle, and we finished the last one a little more than two weeks after starting the first one.

The last airplane to be completed was N608SE. We had sent two or three of our mechanics back with the third airplane, and three of us were left to return home on the last one. I had gone out and obtained some ear plugs for the return flight – The C46 is the loudest airplane I have ever flown in (from the inside, at least), bar none. They didn't prevent me from hearing the pilot exclaim, at about 90 knots on takeoff, "This airplane isn't going to fly. . ." Gulp. . . A few seconds later (it seemed like minutes, believe me) he managed to get it off the runway, and after the gear was up we were able to climb at 300-400 feet per minute. N608SE was the dog of the bunch, and the pilots began to realize it immediately. Over the two seasons we operated it as a sprayer, we tried every trick in the book to speed it up and help it climb better, including re-rigging the flaps and ailerons, suspecting that they may be hanging out and causing drag. Nothing seemed to work; it was easily five to ten knots slower than the other three and had about half the climb performance, which of course was more critical. I always suspected the alignment of some of the support plates on the wings – being perforated, I thought if they were a few degrees off-line for some reason, they would have added a lot more drag than we expected. My sheet-metal guru, Paul Arrieta, who mounted them, was an excellent sheet-metal mechanic, though, and there was certainly no noticeable difference in his workmanship between this installation and the other three.

Medford is at about 1300 feet, Salt Lake City is at 4220 feet, so we were expecting a longer delay before liftoff, and weren't disappointed. SLC has plenty of runway, so we knew we'd get out okay, but we did have to circle the city three times to gain enough altitude to head off to the northeast, taking the lower, longer route to Kansas City. It was raining a little in Kansas City, and when we did our pre-takeoff magneto check, the left engine began to misfire badly on one magneto. The pilot turned around to us – the three mechanics -- and asked us "Well, guys, what do you want me to do?" "Umm. . .try it again???" Second try – same thing. The pilot said again, "We're on a ferry flight. We're light, and that engine has been running fine. I don't think you guys want to work on it here at night in the rain. It's a milk run from here to Detroit, and the weather is clear in that direction. But it's up to you, anyway. I'll do what you want." "Try it one more time, please." The phrase "Third time's the charm" held, the magneto checked fine, we took off on that good news and the rest of the flight was

uneventful. We checked it out anyway when we got to base and found some damaged and broken insulation on one of the magneto switch leads inside a conduit. When it got wet it was causing the magneto to misfire, and the only thing we could guess that "fixed it" was that the heat in the engine compartment must have dried it enough to prevent it from shorting out.

After our return YIP, I resumed my normal work and several of our licensed mechanics escorted the four airplanes to Millinocket for six weeks. While there, the testing done on the spray system showed that the airplane could spread insecticide up to a quarter-mile wide depending on altitude. Though not as fast or maneuverable as the TBM and other smaller aircraft that were being used, the "Dumbos" could hold their own in terms of area covered -- since they held four times as much of the chemical as the TBMs, they could cover a lot more area between refills. This resulted in fewer trips to and from the spray area while time was critical. The spraying could only be done during early morning and early evening hours, when the temperature was optimum (I think it was around 60 degrees; any cooler and the spray wouldn't vaporize, warmer it wouldn't settle to the ground), and when the wind was minimal.



© Photo by Paul Crumley

Sprayer boom attachment on wing of #53594 –1975.

After completion of the six-week contract the airplanes returned from Maine, and we pretty much forgot about them for a year.

The next year I went with the four airplanes to a remote location in New Brunswick called Boston Brook where we spent seven weeks, but that's another story.

I hope this gives you a little better picture of a phase in the history of your airplane.

Editor's Note: Thanks to John Deakin for passing along the e-mail from Paul Crumley after Paul had read John's "Pelican Perch" article. And thanks to Paul for providing his well-written account of part of the history of CAF's China Doll and Tinker Belle.

Doolittle's Raiders' Reunion – 2007

San Marcos, TX and San Antonio, TX will be the sites for the 2007 reunion of the surviving members of General Jimmy Doolittle's Raiders, the brave airmen who took the Japanese completely by surprise in their daring bombing raid on April 18, 1942. The Yellow Rose Squadron of the Commemorative Air Force will be a sponsor of the event.

Sixteen B-25Bs took off from the USS Hornet hundreds of miles off the shores of Japan, and embarrassed the Japanese Military Bigwigs and the Japanese government with a strike on key industry sites in Tokyo and vicinity.

Although the strike did not do major damage, it was an enormous coup in the psychological war against Japan, as it showed that we could take the war directly to the shores of their homeland.

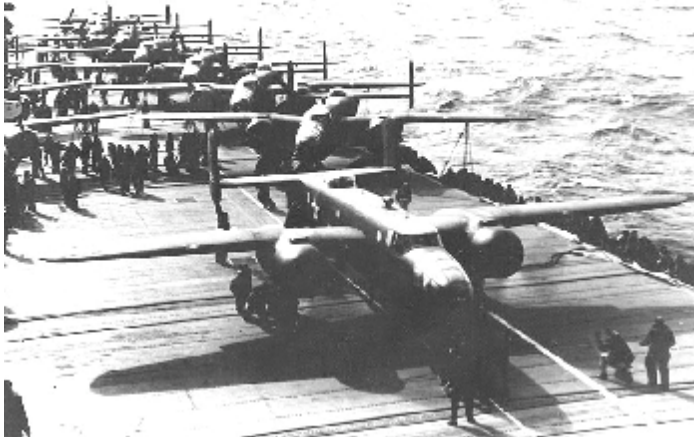
The dates of the reunion are April 17-21, 2007. A goal of the reunion organizers is to have sixteen flyable B-25s assemble at San Marcos for a series of fly-overs during the reunion. They also hope to have 8 or 9 of the 15 remaining Raider survivors in attendance.

The occasion coincides with the 60th anniversary of the United States Air Force.

To learn more about the reunion, go to:

www.b-25yellowrose.com/reunion/index.htm

Photo: 4 NH 51129 B-25Bs take off from USS Hornet to attack Japan, 18 April 1942



One of the B-25B Mitchell bombers readies to take off from the flight deck of the USS Hornet on its one-way trip to bomb Tokyo targets. Note the heavy seas that made the take-off that much more difficult for the heavy bombers. It was the first time that this size plane had taken off from a U.S. Navy carrier.

“Groan-Up” Puns (thanks to Russ Drosendahl)

- A chicken crossing the road: Poultry in motion.
- Acupuncture: A jab well done.
- A will is a dead giveaway.

Two Little Secrets

By Clifford Brown

During WWII my father was in the Marines. He was 32 years old and never would have been drafted. He enlisted. The Marines recruited him from the movie industry to use his technical skills to build training aides.

After graduating from boot camp, he received a promised promotion to Staff Sergeant. A midlife crisis prompted him to want to be a hero, so he transferred from a safe stateside job to the combat engineers of the 3rd Marine Division. He was promptly shipped to New Zealand to defend against a feared Japanese invasion. I remember that rainy day at a wharf in San Diego when he boarded the troop transport. I did not see him for the next three years...and I don't particularly like San Diego even today. Dad was going to get his chance to be a hero.

Service men who were overseas were forbidden to tell their families at home where they were. Military secrets. An officer read each letter before they mailed it home, and any sensitive military information was censored out with a pair of scissors. Letters were our only personal link. Newspapers, movie newsreels and *Life* magazine were next best. Lots of times we would see the same movie over and over again to get to see a newsreel and a brief look at a face we thought we recognized. Many families did the same thing.

One day Mom was reading Dad's weekly letter out loud to my brother and I. She edited out the personal love stuff. He wrote, "Princess, I think I'll start using one of your middle names". Odd, Dad never called Mother anything but by her first name, Elsie. And he never used any pet names like "Princess". How odd. It made no sense.

About the same time, Dad sent his pocket watch home that his Father had given him on his 21st birthday. He said that the watch was broken and Mom should have it fixed. The watch ran perfectly. How odd. It made no sense. Mom would dutifully wind it each day and set it on the dresser in their bedroom.

For the next half-dozen letters Dad continued to write, "have the watch fixed". Mother would write back, "No, the watch is running O.K." One day, Mom picked up the watch, placed it between the palms of her hands, pressed together and turned. The back of the old pocket watch unscrewed. And there, inside, was a thin circle of paper with the words "Guadalcanal now, Bougainvillea next - Stew." Dad's name was Stewart. He was getting his chance to be a hero. We knew where Dad was.

Months later, on November 1, 1943, the *San Fernando Valley Times*, then a major L.A. newspaper, had headlines that American forces had landed just North of Guadalcanal on the island of Bougainvillea, the largest of the Solomon Islands. The location of the landing was at an obscure inlet called Empress Augusta Bay. The senseless now made sense. Mother's maiden name was Elsie Charlotte *Augusta* Dahlkie. We knew where Dad was.

Note: Cliff Brown was our Finance Officer for many years, and has been a member of our Wing since 1981. He will be providing articles like the above from time to time to keep us mindful of our heritage.

Wing Photo Page I



© Photo by Casey de Bree

The C-131 crew brought their plane in from the cold by backing it into our Museum Hangar for its annual inspection. Note the tight clearance.



© Photo by Dave Flood

The C-131 with cowlings and leading edges off. The inspection is expected to take several weeks.



© Photo by Dave Flood

The first Wing Staff Meeting of 2007, with Steve Barber presiding as our new Wing Leader. From the left: Chuck Williams, Casey de Bree, Ken Barger, Maintenance Officer Joe Peppito, Adjutant Bob Albee, Wing Leader Steve Barber, Finance Officer Jason Vosburgh, Les Bedding, Executive Officer Jason Somes, Ceci Stratford, and Sarah de Bree.



© From Dec., 2006 issue of *Pacific Flyer*, Paul Schwafel, photog. Fabulous formation at Nellis AFB Air Show. Challenger Publication's B-25J *Executive Sweet* is covering the famous P-38 *Glacier Girl*. The P-51D and F-4U are unknown, but our F8F-2 Bearcat is on the bottom of the stack, with Jason Somes at the controls



© Photo by Eric Van Gilder

An aerial shot of our hangars taken on Pilot Maker Day by Eric Van Gilder, flying back seat in Chris Rushing's AT-6. Note our F-24 and SNJ-4 restorations on the ramp.

Abandoned & Little-Known Airfields

© 2002, 2006 by [Paul Freeman](#). Revised 6/9/06.

This little airport with a rich aviation history will most likely be closing soon as a result of heavy-handed government "security precautions" established in response to terrorism concerns.

More aviation history, soon to be largely forgotten.

College Park Airport (CGS), College Park, MD, 38.98 North / 76.92 West (Northeast of Washington, DC)



The Wright Military Flyer is set up on a launching rail at College Park in 1909.

What has happened to the College Park Airport is a shame for anyone who cares about our country's aviation heritage.

College Park is the oldest operating airport in the world, and yet we are allowing our elected leaders to strangle its business, and threaten it with closure, in the name of post-9/11 "security concerns".

College Park Airport was founded in 1909 by none other than the inventors of the airplane, the Wright Brothers.

It is one of the most significant airfields in aviation history, and it was home to many "firsts" in aviation.

The Wrights established College Park Airport in 1909 to teach military aviators to fly their new invention.



A Blériot monoplane outside the National Aeroplane Company hangar, College Park, 1912.

Civilian aviation began at College Park with Rex Smith,

who operated the Rex Smith Aeroplane Company.

In 1911, our nation's first military aviation school was opened at College Park, with newly trained pilot Lt. Hap Arnold (later to become famous in Air Force History) among its first instructors.

The military aviation school saw numerous aviation firsts. In 1918, after a three-month trial with the War Department, the Post Office Department inaugurated the first Postal Airmail Service from College Park, serving Philadelphia & New York. Flights from College Park continued until 1921.

The compass rose & original airmail hangar remain at the modern airport as a witness to this history.



Berliner Helicopter experiments at College Park, circa 1924 (photo courtesy Smithsonian Institution).

In 1920, Emile & Henry Berliner brought their theories of vertical flight to the field and in 1924 made the first controlled helicopter flight. Henry Berliner eventually went on to found the ERCO company, which built [ERCO Field](#) just to the south of College Park.

From 1927-33, the Bureau of Standards developed & tested at College Park the first radio navigational aids for use in "blind" or bad weather flying.

George Brinckerhoff took over management of College Park Airport & ran it from 1927-59, hosting numerous airshows & teaching hundreds of pilots to fly during his tenure.

The 1929 "Rand McNally Standard Map of MD with Air Trails" (courtesy of Chris Kennedy) described College Park Airport as being 3,200' x 1,200' in size. It described College Park as a commercial airport, consisting of a rectangular 85 acre sod field having 2 runways: 2,200' north/south & 1,800' east/west. A cluster of hangars was located immediately at the west end of the east/west runway.

The Airport Directory Company's 1938 Airport Directory (courtesy of David Brooks) described College Park as a commercial airport, consisting of a rectangular 85 acre sod field having 2 runways: 2,200' north/south & 1,800' east/west.

The 1944 US Army/Navy Directory of Airfields (courtesy of Ken Mercer) described College Park as having a 2,200' unpaved runway.

The 1950 MD Airport Directory (courtesy of Stephen Mahaley) depicted College Park as having two turf runways of 2,200' & 2,000' length. Hangars were located along the west side of the field, next to the railroad tracks.

The 1962 AOPA Airport Directory described College Park as having two turf runways: 3,000' Runway 11/29 & 1,500' Runway 2/20. The operator was listed as George Brinkerhoff.

The Maryland-National Capital Park & Planning Commission purchased the Airport in 1973 and it was added to the National Register of Historic Places in 1977.

The 1982 AOPA Airport Directory (courtesy of Ed Drury) described the field as consisting of a single 2,740' asphalt Runway 15/33.

The College Park Aviation Museum opened in 1998. It is a 27,000-square-foot, state-of-the-art facility, with numerous aircraft displayed inside, overlooking the approach to the runway.



A 2002 USGS aerial view looking southeast along College Park's Runway 15.

As of 2003, the airfield configuration at College Park consists of a single 2,607' asphalt Runway 15/33. With all of the post-9/11 security restrictions in place, the number of aircraft which were listed as being based at College Park had decreased to a mere 69 by 2003.



A Piper J-3 Cub of Brinkerhoff Flying Service flying over the University of Maryland – circa 1940s. George Brinkerhoff was also the first pilot of the Erco Co.'s Ercoupe, which was tested at College Park Airport.

Celebrating CAF's 50th Anniversary

2007 will be a momentous year for the Commemorative Air Force. It marks fifty years of celebrating patriotism and freedom, and fifty years of honoring those who have answered our country's call to serve in the armed forces.

An international, patriotic, educational non-profit organization, the CAF restores and flies classic military aircraft in order to remind all Americans that freedom is not free.

Three major events have been scheduled to celebrate our Golden Anniversary.

- On February 19, 2007 – the 50th day of our 50th year – units of the Commemorative Air Force will hold individual celebrations all across the United States.
- Our Southern California Wing will be showing a special display in our WWII Aviation Museum of the history of the Commemorative Air Force from its early beginnings in 1957 to the present time. Pat Brown will be putting the display together from her vast collection of memorabilia that she has amassed over the many years she has been a member.
- On July 9-11, 2007, our National Patriotic Rally in Las Vegas, Nevada, will bring CAF members and nonmembers together in an unprecedented celebration of freedom.

The Rally will be held at Caesar's Palace, and Col Oliver North will be the keynote speaker.

For more information, please go to:

www.commemorativeairforce.org/events/rally/2007/introduction.html

The final event will be our annual FINA-CAF AIRSHO, to be held in Midland, Texas on September 22-23, 2007.

Plans are still underway, but go to:

www.airsho.org for details as they become available.



The famous 1957 Chevy 2-door hardtop, which came out the same year that our CAF was organized. They both have stood the test of time.

Museum Update

by Sarah de Bree



© Photo by Casey de Bree

You should see the size of the shoe-horn!

The C-131 has found a temporary home in our Museum hangar as it is put through its annual inspection paces. This has taken a good deal of team work as we move displays aside to make more room and the C-131 team tries very hard to not leave oil on the hangar floor. Our visitors have been awestruck as they walk in and see this huge airplane that overlaps 'everything' while it quietly protects a few of the smaller planes tucked safely under its wings. It makes for quite an interesting center piece for the social events as we carefully, and creatively, place the event tables around the plane and under the long, broad wings.

The docents are really challenged when we get twenty plus 5 and 6 year olds running around and under the ole' girl (the plane, not the writer...).



© Photo by Sarah de Bree

Fixing the old to look new again...

Shirley Murphy made a great find when she stripped off the old pink paint and discovered metal trim that could be made bright and shiny again; well, with a whole lot of elbow grease! The pink fronts and sides of all five cabinets will be painted a blue to contrast with the sky blue display walls.

If you've seen the newly painted wall with big fluffy clouds along the entrance walkway inside the Museum, this will soon be a gallery that will display some of the very nice paintings of airplanes we have received over the years. Most notably, the Thomas Van Stein paintings. We are hoping to acquire more to completely cover this area to give the Museum a finished and professional appearance. There will be more projects to come as we attempt to bring new ideas and fresh paint to brighten up the Museum for our members and visitors.



© Photo by Marc Russell

Heeeeere's Katelyn!

Katelyn Blake Russell was born at 1:19 p.m. on Friday, January 5, 2007. She weighed in at 7 pounds, 4 ounces, and measured 21 inches long. Her mother and father, Stephanie and Marc Russell, are overjoyed, and both have not yet come down to earth. Congratulations to the Russell family from all your friends at the SoCAWing!

Air Show "Changing Of The Guard"

Al Kepler has decided to retire as our Air Show Officer after four years of service in that capacity, first as assistant to Jim Stirwalt, and then for three years on his own. We appreciate Al's service in organizing our Wing's air shows and making sure we appeared at as many quality air shows as possible. A good percentage of our income that enables us to keep our fleet flying comes from our appearance at air shows in the western U.S.

Jason Somes has been appointed as the new Air Show Officer, and is already "on the job" getting ready for the coming season.

Those members who are interested in participating in air shows during 2007 are asked to get in touch with Bill O'Neill at (805) 495-4915 or scwairshow@aol.com.

Wing Photo Page II



© Photo by Dave Flood
Easing the R2800 off the Bearcat's mounts. From the left: Joe Peppito, Chris Rushing and Ken Barger. Ken Kramer, the Crew Chief, is on the wing.



© Photo by Dave Flood
The engine is out for repairs to the blower section. On the left is Dean Browne. Gary Barber is on the wing.



Just so you don't forget what our Polikarpov I-16 looks like! The plane is now in the San Diego region, being repaired, and should be back in our Museum Hangar soon.



© Photo by Dave Flood
Our Fairchild F-24R at its current stage of restoration. The crew, headed by Crew Chief Bob Albee, has been diligently putting this aircraft together. You can see them working on Tuesdays, Thursdays and Saturdays in our Restoration Hangar, from 10:00 a.m. to 4:00 p.m.



© Photo by Dave Flood
Note the wood structure in wing and fuselage – to be fabric covered.



© Photo by Dave Flood
The F-24R will be a transport aircraft for the Wing.



Southern California Wing
 455 Aviation Drive
 Camarillo, CA 93010

2007 WING MEMBERSHIP RENEWAL NOTICE

January 15, 2007

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 \$50.⁰⁰ 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,

(Signed)

Steve Barber, Wing Leader

2007 Wing Dues	\$50. ⁰⁰
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