

# Flight Line

**The Official Publication of the CAF**  
Southern California Wing  
455 Aviation Drive, Camarillo, CA 93010  
(805) 482-0064



April, 2014  
Vol. XXXIV No. 4

Visit us online at [www.cafsocal.com](http://www.cafsocal.com)



© Photo by Frank Mormillo

Our Grumman F6F-5 Hellcat is back home



© Photo by Frank Mormillo

Our Spitfire Mk XIV as the “Missing Man” aircraft in a fighter Memorial Fly-By for Dave Casey & Alan Gaynor.

Wing Staff Meeting, Saturday, April 19, 2014 at 9:30 a.m. at the  
CAF Museum Hangar, 455 Aviation Drive, Camarillo Airport

Our CAF Mission: To Honor American Military Aviation Through Flight, Exhibition and Remembrance.

# April 2014

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>Museum Open 10am to 4pm Every Day Except Monday and major holidays</b>		1 Work Day  April Fool's Day	2	3 Work Day	4	5 Work Day
6	7 Museum Closed	8 Work Day	9	10 Work Day	11	12 Work Day
13	14 Museum Closed	15 Work Day	16	17 Work Day	18 Docent Meeting 3:30	19 Wing Staff Meeting 9:30 Work Day
20 Easter	21 Museum Closed	22 Work Day	23	24 Work Day	25	26 Work Day
27	28 Museum Closed	29 Work Day	30	<b>Museum Open 10am to 4pm Every Day Except Monday and major holidays</b>		

<b>STAFF AND APPOINTED POSITIONS</b>				<b>IN THIS ISSUE</b>
Wing Leader	* Steve Barber	(805) 302-8517	<a href="mailto:f8f2cat@gmail.com">f8f2cat@gmail.com</a>	Wing Calendar . . . . . 2
Executive Officer	* Ron Missildine	(805) 404-1837	<a href="mailto:missing@pacbell.net">missing@pacbell.net</a>	Staff and Appointed Positions. . . . . 2
Adjutant	* Janet Rizzoli	(805) 441-7529	<a href="mailto:Janet@cafsocal.com">Janet@cafsocal.com</a>	Happy 33 <sup>rd</sup> Anniversary, SoCalWing . . . . 3
Finance Officer	* Paul Willett	(818) 469-8480	<a href="mailto:pwillett@ix.netcom.com">pwillett@ix.netcom.com</a>	Remembering Alan and Dave . . . . . 4
Operations Officer	* Jason Somes	(818) 292-4646	<a href="mailto:nbnh@aol.com">nbnh@aol.com</a>	Memorial Service for Alan and Dave . . . . 5
Maintenance Officer	* Ken Gottschall	(818) 439-5885	<a href="mailto:kgts@netzero.com">kgts@netzero.com</a>	Wing Photo Page I . . . . . 7
Safety Officer	* Gene Oneal	(805) 383-9485	<a href="mailto:geneoneal@aol.com">geneoneal@aol.com</a>	Wing Photo Page II . . . . . 8
Museum Manager	John Knopp	(408) 806-1840	<a href="mailto:jrknopp@hotmail.com">jrknopp@hotmail.com</a>	We Get Letters . . . . . 9
Deputy Finance Officer	Casey de Bree	(805) 205-0494	<a href="mailto:scdebree@aol.com">scdebree@aol.com</a>	Pelican's Perch #39: Part II . . . . . 10
Gift Shop Manager	Janet Rizzoli	(805) 441-7529	<a href="mailto:janet@cafsocal.com">janet@cafsocal.com</a>	Aviation History Through Modeling . . . . 12
Public Info Officer	Pat Brown	(805) 479-2221	<a href="mailto:pio.cafsocal@gmail.com">pio.cafsocal@gmail.com</a>	Photo and Picture Cataloguing . . . . . 12
Public Info Officer	Michael Greywitt	(805) 908-1548	<a href="mailto:mpgconsult@roadrunner.com">mpgconsult@roadrunner.com</a>	Wing Photo Page III . . . . . 13
Hangar Event Mgr	La Tanya Barber	(805) 302-8136	<a href="mailto:barber.latanya@gmail.com">barber.latanya@gmail.com</a>	Clay Lacy, Part I, Continued . . . . . 14
Chief Docent	(Vacant)			Report From the Road . . . . . 16
Friends Coordinator	Ceci Stratford	(805) 630-3696	<a href="mailto:cecipilot@sbcglobal.net">cecipilot@sbcglobal.net</a>	NAF El Centro Air Show . . . . . 17
Air Show Officer	Jason Somes	(818) 292-4646	<a href="mailto:nbnh@aol.com">nbnh@aol.com</a>	On The Fly Special Edition . . . . . 18
Air Show Coordinator	(Vacant)			Facility Officer's Report . . . . . 18
Facility Officer	Dick Troy	(805) 404-3311	<a href="mailto:Konvair@aol.com">Konvair@aol.com</a>	PBJ Update . . . . . 19
Personnel Officer	Shirley Murphy	(805) 504-6744	<a href="mailto:sdmurphy@verizon.net">sdmurphy@verizon.net</a>	Wing Air Show Schedule . . . . . 20
Historian	Ron Fleishman	(805) 384-4426	<a href="mailto:oldplanec46@aol.com">oldplanec46@aol.com</a>	Oceano Crash Update . . . . . 20
Training Officer	Joe Peppito	(805) 498-4187	<a href="mailto:jocafpeppo@msn.com">jocafpeppo@msn.com</a>	Safety Corner . . . . . 20
Collections Manager	(Vacant)			
Grant Writer.	Daniel Calderon	(530) 864-3174	<a href="mailto:socaldan1955@yahoo.com">socaldan1955@yahoo.com</a>	
Newsletter Editor	Dave Flood		<a href="mailto:macantuile@yahoo.com">macantuile@yahoo.com</a>	
Newsletter Production	Casey de Bree	(805) 205-0494	<a href="mailto:scdebree@aol.com">scdebree@aol.com</a>	
Webmaster	Craig Bennett	(818) 425-9474	<a href="mailto:cwbennet@yahoo.com">cwbennet@yahoo.com</a>	
Librarian	Jim Hinkelman	(805) 581-5520	(no e-mail)	
Displays/Artifacts Mgr.	Charlie Carr	(415) 812-3317	<a href="mailto:charlescorycarrjr@yahoo.com">charlescorycarrjr@yahoo.com</a>	
	HANGAR PHONE		(805) 482-0064	
	HANGAR FAX		(805) 482-0348	
	WEBSITE		<a href="http://www.cafsocal.com">www.cafsocal.com</a>	
* Denotes Staff Position				<b>Submittal Deadline - 15th of the month</b>
				Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501

This issue of Flight Line is copyrighted 2014 by the CAF, Southern California Wing. All rights reserved

# Happy 33<sup>rd</sup> Anniversary to the CAF Southern California Wing !

by Pat Brown, Public Information Officer

In the spring of 1981, the CAF Southern California Wing was formed in the greater Los Angeles area by a small group of CAF members, who gathered together with a dream. Ron Fleishman and Clay Lacy were among that small group. They are still CAF So Cal Wing members. I don't think they had any idea that this CAF unit would ever be as successful and active as we are today.

Most of us didn't know each other before we started – but we quickly found we had the same dream and a real “can-do” attitude. The C-46 Commando was available in Conroe, Texas. It needed two new engines, but it was available – if we could get the engines and fly it out.

That took a member with a \$10,000 no-interest loan to step up, and Ron Fleishman with a crew of aircraft mechanics working almost every weekend during the summer of 1981 in hot and muggy Conroe, TX – to procure the new engines and then hang them on the plane.

That “can-do” attitude kept them going. We needed an airplane that could haul our members to air shows – so we could set up a PX, give tours of the aircraft, and make some money. For many years the C-46 fulfilled that chore – until the price of fuel became a problem we could not control.

There are only eleven members of the Wing today who were members in the spring of 1983. I don't have a roster from 1981, but if I did, we would probably find only four or five members still active who were members that year. Most of the early members have passed away.

There are many funny stories that we could tell, and many great memories to cherish. The talent among the members is amazing, but the “can-do” attitude has been one of the major attributes that kept us all going. We have received many awards from CAF Headquarters for our major successes.

The following are some of many major milestones in our journey together through the years:

- Moving the C-46 to Camarillo Airport in June, 1982
- Seven women in the So Cal Wing were among the first women to become CAF Colonels in July, 1982.
- Becoming a CAF Wing in September, 1982
- Hosting a banquet for Chuck Yeager at the Airtel Hotel Grand Ballroom, Van Nuys, CA – September, 1984
- Stripping paint off the C-46 in 1985
- Changing name of C-46 from “Humpty Dumpty” to “China Doll” in 1986
- Moving to the old Nose Hangar from east end of Camarillo Airport in October, 1986

- Receiving donation of SNJ-5 #290 from ten So Cal Wing Members
- Accepting artifacts from the public – setting up displays in our small Aviation Museum and inviting the public to visit.
- Participating in the Camarillo Air Shows, and in air shows all around Southern California, and sometimes in other parts of the country.
- Acquiring all the great warbirds through the years.
- Accepting the artifacts and display cases from the Goleta Aviation Museum.
- Building the two hangars in 2000-2001.
- Accepting the artifacts and display cases from the Museum of Flying in Santa Monica.

Over the years, our aircraft have been featured in many aviation publications, including: calendars, books and magazines. Our aircraft have been used in movies and TV commercials. We flew the C-46 in circles over the Grand Opening of the Spruce Goose display in Long Beach. We have taken the “China Doll” to Kalamazoo, Michigan and St. Paul, Minnesota once; and to EAA's “Airventure” in Oshkosh, Wisconsin three times for air shows. We have been up and down the Western States to air shows many times. Our Japanese Zero fighter and pilots went to Wanaka, New Zealand to be the main event aircraft at the famous “Wings Over Wanaka” air show several years ago.

We have more flying aircraft than most of the CAF units, and we are one of the most active units in aircraft restoration and maintenance. The So Cal Wing has had more success with our Cadet Program for teenagers than other units. We were one of the first units in the CAF organization to start a Cadet Program, with Steve Barber, Jr. – when he was a teenager.

The members of the Southern California Wing – CAF should all be very proud of what they have accomplished over the years – and all with 100% volunteers!



“China Doll” escorting our PBJ to CMA – 1993



“China Doll” over the Spruce Goose hangar

## We Remember...

### In Memoriam: David Brian Casey

"David Brian Casey, a Nevada Air Guard Col. (Retired) and American Airlines pilot departed to his last duty station, on January 14, 2014.

Born in Seattle, WA on June 10, 1950, he earned his BA from Loyola University in 1972 and his MBA while he was stationed abroad with the USAF.

He joined the U.S. Air Force in 1972. Casey was active in the Nevada Air National Guard for 30 years, flying F-4 Phantoms and C-130 cargo planes. Casey flew in Desert Storm Gulf War in 1991. He flew in 26 combat missions, and was awarded the Distinguished Flying Cross and three air medals for his service. Casey also served as a test pilot for Learfan Jets in Sparks, NV in 1981-82.

After retirement from the Nevada Air Guard, Dave lived in Avila Beach, CA and at Friday Harbor in the San Juan Islands.

Casey was a member of the Distinguished Flying Cross Society, the Commemorative Air Force So Cal Wing, the Reno Air Racing Association, and the Guild of Air Pilots and Navigators.

Casey leaves behind four children, Mike Casey, Colleen Sullivan, Tim Casey, Ryan Casey, two grandchildren and the mother of his three adult children, Kit Casey, all of whom reside in California.

Casey's siblings in the San Diego area include Barbara Casey, Maureen Mason, Carol Hardy, Margaret Garofalo and Bernard Casey, and multiple nieces and nephews who loved their Uncle Dave."

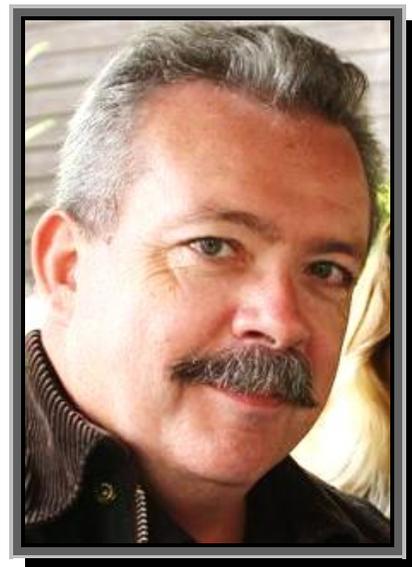
**From the Reno Gazette-Journal, February 2, 2014**



### In Memoriam: Alan George Gaynor

8/18/1961	Born in Dublin, Ireland in the Rotunda Hospital.
1980	Joined the Savings and Investment Section of the Irish Post Office as a civil servant and remained there until he left for the United States.
1983	Started flying, and gained his private pilots license at Weston Airport – in County Kildare, Just west of Dublin.
1989	Immigrated to the U.S.
1989-1996	Worked first in banking and then in the textile industry.
1991	Returned to flying.
1994	Met his wife, Mauricette.
1996-2000	Flight Instructor at Security Aviation.
2000	Joined SkyWest Airlines. His comment: "I have realized my dream."
2002	Dual U.S. and Irish citizenship
1/14/2014	"Gone West."

**Alan's biography was provided by his wife, Mauricette Montredon and his sister, Angela, who lives in Dublin, Ireland.**



## Ceremony Honors Two Members of Commemorative Air Force

From staff reports, *Ventura County Star*, 3/24/2014

Two members of the Southern California Wing of the Commemorative Air Force killed in a January airplane crash were memorialized Saturday during a service at the group's Camarillo Airport facility.

David Casey, of Avila Beach, and Alan Gaynor, of Los Angeles, were killed in an afternoon crash Jan. 14 in the ocean near Oceano in San Luis Obispo County. The crash is still being investigated.

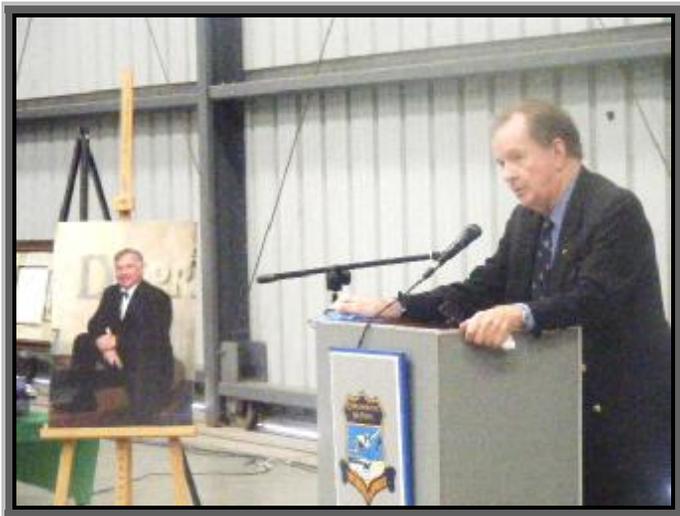
The ceremony, attended by more than 100 people, included a military honor guard. Airplanes, some from the Camarillo Commemorative Air Force wing, took part in a missing-man flyover tribute to the pair over Camarillo.

Casey, 63, flew for American Airlines for 34 years and belonged to the Nevada Air National Guard, which flew during Operation Desert Storm. He received the Distinguished Flying Cross and three air medals.

Gaynor, 52, a native of Ireland, was a SkyWest Airlines captain and had been flying for 31 years in Southern California.

Gaynor spent nearly fifteen years, and Casey spent six years with the Commemorative Air Force wing at Camarillo Airport.

The Commemorative Air Force is a nonprofit, all-volunteer organization dedicated to honoring military aviation through education and the restoration of World War II aircraft.



© Photo by Dave Flood

Col. David Baker, friend of both Alan Gaynor and David Casey, was the presider at the Memorial Service at our Aviation Museum Hangar on March 22, 2014.

Col. Baker eulogized David Casey with many kind words.



© Photo by Dave Flood

Wing Leader Col. Steve Barber, Sr. gave a touching eulogy for Alan Gaynor.



© Photo by Dave Flood

Col. Ron Fleishman intoned the opening and closing prayers for the Memorial Service.



© Photo by Dave Flood

Tim Casey spoke eloquently of his dad. A large number of the Casey family attended the service, coming from as far away as San Diego. They had conducted a memorial service two weeks before in San Diego for their departed relative.



©Photo by Frank Mormillo

Alan Gaynor's sister Angela gave a loving tribute to her brother, remembering many past family memories from their growing up together in Dublin, Ireland. Angela flew in from Dublin to attend the service.



© Photo by Frank Mormillo

Bob Cheveres presenting the American flag to David Casey's son Tim.



© Photo by Frank Mormillo

The Color Guard of the Vietnam Veterans of Ventura County presented the colors after the eulogies had concluded. After the presentation of the flags to the families, the bugler, John Walker, played "Taps."



© Photo by Frank Mormillo

The "Lonely Piper," Bill Boetticher, plays appropriate melodies before and after the Memorial Service. At his back is a portrait of Alan Gaynor made especially for the service. A similar portrait of David Casey was on the other side of the dais. Upwards of one hundred people attended the service, and were served a light lunch after the ceremony. La Tanya Barber, our Events Manager, coordinated the Memorial Service.



© Photo by Frank Mormillo

Col. Robert Cheveres, USAF (Ret.) presented the Irish flag to Alan's sister Angela. Bob is a veteran of the Vietnam War, having flown 150 combat missions in an F-4 Phantom jet fighter.

## Wing Photo Page I



© Photos by Dave Flood

The Honor Guard from the Vietnam Veterans of Ventura County are lined up ready to present the colors during the Memorial Service for Alan Gaynor and Dave Casey. Members of the Honor Guard are: Richard Camacho, Ed Evans, David Ha, Bobby Gonzales, Richard Pina, Doug Temple, and John Cabrera. Col. Bob Cheveres is in the foreground.



John Walker, a Vietnam Veteran, standing at attention, ready to play "Taps" following the presentation of the colors and the presentation of the flags.



Mauricette Montredon, Alan's widow, is standing next to Alan's sister Angela.



The President at our Memorial Service, David Baker, with a distinguished attendee, Patricia Beckman, who represented The Guild of Air Pilots and Air Navigators, an organization to which Baker, Casey and Gaynor belonged. Patricia works in the Development Department of Boeing Aircraft Company.



Participating aircraft in the Memorial Service Fly-Over were: the F8F-2 Bearcat, the F6F-5 Hellcat, the P-51 Mustang, and the Spitfire Mk XIV. In addition, the Condor Squadron, augmented by our two SNJs, the #290 and the Bluebird, also did a memorial fly-over.



© Photo by Frank Mormillo  
Prior to the Spitfire climbing out as the "Missing Man"

## Wing Photo Page II

© Photos by Frank Mormillo



The Condor Squadron out of Van Nuys Airport, plus our SNJ-5 #290 & SNJ-4 "Bluebird" – flew a 4-plane formation fly-by at our Memorial Service for Alan Gaynor and Dave Casey.



Our fighters: P-51 Mustang, F8F-2 Bearcat, F6F-2 Hellcat, and Spitfire Mk XIV saluted Alan and Dave with their fly-by and 'Missing Man' peel-off.



North American P-51 Mustang "Man O' War" peeling off on final approach after the Memorial Fly-By. She has served our Wing well with her many rides, adding to our Wing's coffers, along with #290 & PT-19.



Bearcat and Mustang streaking by. Can you hear those engines roar?!



Our SNJ-5 #290 is still flying – after many years with our Wing. Pat Brown mentions our getting this plane as a donation from ten members in her recollection of some highlights in our Wing's history. See page six.



SNJ-4 "Bluebird" joining her sister ship #290 in honoring Alan and Dave with a fly-by.

## We Get Letters

by John Knopp

The 5th Grade class of Cornerstone School in Camarillo, CA visited the Southern California Wing's Aviation Museum on February 5, 2014 as a school project. Each student wrote a letter thanking the docents for the tour.

Each student named their favorite airplane on display at the Museum. Many were bitten by the aviation bug by strapping into the C46 "China Doll" and the shark-mouthed L17 Navion.

The teachers and chaperones were as enthusiastically engaged as their students, and many promised to return to the Aviation Museum with their families.

\*\*\*\*\*

Cornerstone Christian School  
1777 Arneill Rd.  
Camarillo, CA 93010  
Feb. 9, 2014

Dear Mr. Knopp,

Thank you for being our tour guide. I learned a lot about the planes in World War II, such as the Bearcat and the "China Doll."

I really enjoyed going inside two of the planes there. I felt like a real pilot in World War II.

Thank you again for being our docent. I hope I can come back again.

Sincerely,

Jacob Park



© Painting by Jacob Park  
Cornerstone Christian School , Fifth Grade  
Curtiss C-46 Commando "China Doll"

Cornerstone Christian School  
1777 Arneill Road  
Camarillo, CA 93010  
Feb. 9, 2014

Dear Mr. Richards,

Thank you for touring us around the museum. My favorite airplane was the Cornell PT-19. I learned a lot about airplanes and how some of them were used to fight in wars.

I can't wait to go to the airshow this year. I think I have seen the Bearcat before. I would like to go with my family. Thank you for showing us so many things at the museum.

Sincerely,

Kayla Lomeli



© Painting by Kayla Lomeli  
Cornerstone Christian School. Fifth Grade  
Fairchild PT-19 Cornell



©Photo by Melinda Vander Linden  
Fifth Grade Teacher  
John Knopp showing the students of Cornerstone Christian School our P-51 Mustang "Man O' War."

## Pelican's Perch #39: Part II

by John Deakin

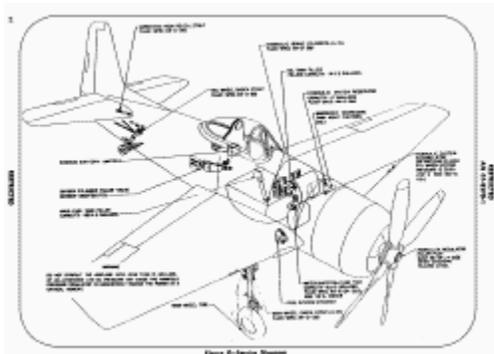
Basically, this "program" required a series of training flights in the AT-6/SNJ, with me flying from the back seat. Since I was already a CAF-rated instructor in the airplane, this was no big deal. Then two check rides were required in the back seat of the T-6, each given by the holder of an "LOOA" (Letter of Operational Authority). This is very similar to the CFI, in that the LOOA "recommends" the issuance of the LOA, and the FAA then issues it, sometimes requiring a check ride. Check rides in single-seat aircraft are a bit problematic, so if the FAA judges one is needed, the check pilot can either sit by the runway and watch, or fly along in another airplane, directing the ride. If that sounds bizarre and confusing, try going through the process!

Steve Barber is one of the five Bearcat pilots, holds the "Unlimited" LOA, also the LOOA for the Bearcat, and is also a check pilot in the T-6, so he signed off the first check ride after harassing me for a couple hours in the airplane. For the other, I took the T-6 down to Ramona CA, where the legendary Chuck Hall lives. Chuck is also an LOOA holder (unlimited LOOA, in fact), in addition to being a long-time Reno race pilot, test pilot, owner of a pristine Mustang, and owner of "Chuck Hall Aviation," the FBO there. Chuck is an old friend, and the check ride with him must have been ok, because he gave me the final green light to fly the Bear.

All that was submitted to the FAA, and in due time, the "Training LOA" was issued. The conditions were to remain within 25 miles of Camarillo, acquire at least three hours of flight time, and at least three landings. That's when the real fun started!

### Preflight

One must first board the aircraft properly, of course. The Navy does everything backwards, and this means that one clambers up the right side. It's a long stretch even for my long legs, with a kick-in footstep for the left foot, then the right foot can reach the wingwalk. The handhold is also a fold-in type, at pretty well at the highest point I can reach. I guess the Navy likes tall skinny guys, and I'm only half-qualified, there.



Servicing points

Fueling is accomplished on the right side, too. A single filler is just forward and below the cockpit, and a bit tricky to use. Any attempt to fill it too quickly will result in a slow buildup of air pressure in the tank, and suddenly a couple of gallons of 100LL will blast back at the unfortunate pilot. Smoking is not recommended while refueling.

Oil is checked on top of the engine, right side, but to check the hydraulic fluid, one must climb down, walk around the left side, and crawl back up again, for that hatch is just forward of the cockpit, high. Bearcat pilots get a lot of exercise, climbing up and down. For those who tend to forget things, it's even worse. "Oops, forgot my helmet. Oops, forgot my charts," etc.

Walk around after that is pretty conventional, pulling off the external control locks, checking that the folding wingtips are locked in the extended position, checking brake wear, no leaks, no damage, etc. We usually pull the prop through a couple turns. Some feel this is necessary to detect a hydraulic lock, but I disagree with that concept, myself. It is a useful chore on this airplane though, because quite often a fair quantity of oil will puke out of the engine and drip on the ground. The EPA might not like that, but any oil thus eliminated is that much less oil that will spray all over the airplane during the start. Since junior Bearcat pilots are expected to wipe off the airplane after they fly it, a little effort pulling the prop through a few times is well spent. It is also just about all one person can handle, this isn't your average engine! The compression ratio may not be all that high (about 8:1), but you're always compressing three or more cylinders at any given time.

### Mounting Up and Strapping In



Bearcat 25C and Deakin

The heart rate goes up a bit, as you finally mount. But that goes away when you realize you forgot to get the parachute. Back down off the wing, into the hangar, and back up on the airplane, all to the cheers and jeers of the onlookers.

There are ALWAYS onlookers, most of whom don't miss a thing. "Hey John? You forget to open the oil coolers after that second landing..."

Strapping in is a lot of fun. Just picture that cork in the bottle, trying to put a parachute on, then buckle up two

shoulder straps and two big old stiff military seat belts. With a little practice, it can be done smoothly, with a minimum of sweating and swearing. Then the helmet... Uh, helmet? HELMET? Oh man, it's locked in my car.

Mercifully, I keep my Nomex gloves inside the helmet, or I might have forgotten them and had to repeat the process — again. Maybe there's a reason for the age-60 rule?



**Exhaust stacks.**

Most pilots of these aircraft wear full Nomex (green) jump suits and gloves (one of us has been called "The Great Green Pumpkin"), Kevlar helmets, and paratrooper boots for protection from fire, or from windblast in the event of a bailout. These are military airplanes, not designed as well for safety as modern airplanes, and bad things can and do happen. It's best to be well-prepared. The downside is that Nomex isn't the coolest costume around, most airshows occur in the summer, and temperatures can easily go to 160 degrees in these cockpits. There is no insulation at all at the firewall, which is all that separates 2,200 heated horsepower and the pilot.

### **Engine Start and Runup**

The Bearcat pilot is very well advised to close the canopy before starting, for two big reasons. The smoke that belches out of all radials on startup is oil smoke, and will royally anoint everything behind the stacks, including the pilot in an open cockpit. The other reason is much more serious, a "stack fire." If the pilot primes a bit too vigorously, especially with a hot engine, raw fuel will find its way into the exhaust manifold, ignite, and cause a spectacular fire out the exhaust pipes. While not a good thing, it's reasonably harmless, provided the pilot keeps his head, keeps a'crankin', gets the engine started, and blows the fire out. The paint may get a little scorched when this happens, but if it gets out of hand, the airplane can be lost. If the canopy is closed, the fire will blow harmlessly past. If it's open, the best that will happen is singed eyebrows. Once the engine is running well, the canopy may be

The start itself is by the conventional radial method, electric fuel boost pump on, prime only, mixture fully cut off ("Idle Cutoff"). The prop turns very slowly on the starter, and will often halt momentarily when the spark lights off one or more jugs. But eventually everything comes together, and the engine snorts to life. Ahhh, that's a lovely

sound, 18 big jugs all making noise! That sound is probably half the attraction, at airshows. As soon as the engine fires, the electric prime is held on continuously, still with the mixture in idle cutoff until the engine stabilizes at about 800 RPM, and the oil pressure is up to normal. Only then is the mixture advanced to "Auto Rich." The mixture coming from the carburetor, combined with the fuel from the primer, is much too rich, so the engine will promptly flood and start to die. That's the signal to the pilot to let go of the primer, and the engine should then run normally. Some engines will require another tweak or three on the prime.

Once the engine is running, the boost is switched off to check the engine-driven pump, the flaps are cycled to check the hydraulic system, and the airplane is ready to taxi. The tailwheel is a tiny, solid wheel, and very hard, so the pilot feels every crack in the concrete, every bit of gravel, clear up his spine. Control with the rudder is good, only very light taps on the brakes are needed to maneuver on the taxiway. The tailwheel is either completely free-swiveling, or locked straight. Taxi visibility is very good for a tailwheel fighter, but the pilot cannot see straight ahead, making constant S turns a necessity.

Runup is pretty standard for the big radials, a quick prop check at 1700 RPM, then the power is advanced to field barometric pressure (about 30 inches at sea level, about 25 inches at Denver, for example). This should produce 2200 RPM, as a power check. Mags are also checked at that power, much higher than the normal GA airplane.

This power check is attention-getter for the new Bearcat pilot. It's equivalent to cruise power, and the thought is, "Geez, if this thing feels like this now, what's it gonna feel like on takeoff?" Only a tiny bit more power, and the brakes will not hold the airplane back, the tires will simply skid on dry pavement.



**First start of Bearcat**

Runup complete, the final checklist is run. Unlike many fighters, no trim is preset, or needed. Grumman learned many lessons from the earlier aircraft, and got a wonderful harmony of engine offset and surface deflection, so that very little yaw is evident on the takeoff roll. Not allowing the tail up helps, there is no gyroscopic effect.

**To be continued in next "Flight Line."**

## Aviation History Through Modeling Program

by Dave Flood

We plan to organize a program at our Aviation Museum whereby classes of Camarillo school children will visit our museum, along with their teachers and some parents. Each student will be given the opportunity to sign up for a special class in model-making. The student can choose, on his/her own, the model of a military aircraft that was flown in either World War I, World War II, Korea, Vietnam, or the Desert/Gulf Wars.

We will have classes at our Aviation Museum conducted by modeling experts. Charlie Carr has agreed to conduct the classes, and John Knopp, our Aviation Museum Director, has promised his support. The students will not only learn to build their models, but will also learn the history of the aircraft they are building, and the stories of some of the pilots who flew the plane and/or the men who designed and built the actual aircraft.

CAF So Cal Wing has been awarded a Community Service Grant by the City of Camarillo of \$3,300 to pay for ten buses to transport Camarillo school children from their schools - including Camarillo elementary, middle and high schools - to our Aviation Museum at Camarillo Airport, and then back again to their schools - after a tour of our museum and a presentation of the program to be offered.

We will ask the students to provide the model airplanes that they will build, and will help them with the cost through our PX (Museum Gift Shop) procurement service. All the time and expertise of the instructors will be donated, and our facilities will be provided free of charge.

In addition to building his/her aircraft model, each student will be asked to make a written report on the history of his/her airplane. At the end of the program, each participating student will be presented a certificate by our Wing, and we will display each student's model and report in our Aviation Museum & in our monthly newsletter, "Flight Line." Our Wing Staff will judge which student has created the best model/report, and that student will be eligible for a free ride in one of our airplanes.

We hope, through this program, to enhance the students' appreciation and knowledge of the great contribution that American military aviation has made to the preservation of our freedoms.

We will also give the students a brief history of the Camarillo Airport, including when it was the U.S. Air Force's Oxnard Air Force Base.

We hope to not only immerse the participating students in our Aviation History Through Modeling Program, but to also involve their parents in the process of learning about the colorful history of military aviation and its many contributions to our country's freedoms and our way of life.

## Photo and Picture Cataloguing

Under Ron Missildine's direction, two volunteers have accepted the task of cataloguing all the photos and pictures and charts that have been moved from the storage trailers and museum over to the Aviation Museum Annex.

Jim Scheid and Dave Flood have set up a room in the Annex, and are in the process of looking at all our numerous photos, pictures, paintings, prints, maps and charts to see what needs to be done to get them in shape to display, and to be able to store them in a way that they can be easily accessed.

Jim has designed and built some wooden "trays" which will House the pictures in a way that will keep them upright and easy to find. Some of the frames will have to be fixed and a number of the pictures will need new frames.

The CAF So Cal Wing's collection of pictures is substantial, and varied. Cataloguing will be done by era, by plane, by categories (fighters, bombers, etc.) and by size. It is a long-range project, and will keep the two volunteers busy and out of trouble for the duration.



© Photo by Dave Flood

Jim Scheid working on one of our multitude of pictures.



© Photo by Dave Flood

A shot of the wood tray containing one of our prints.

## Wing Photo Page III



© Photos by Melinda Vander Linden, 5<sup>th</sup> grade teacher  
Docent Hugh Richards telling the story of the P-38 crashes in Camarillo in 1944 to the Cornerstone Christian School 5<sup>th</sup> grade students.



Here's Hugh instructing the 5<sup>th</sup> graders about our open-cockpit Fairchild PT-19 trainer.



Cornerstone kids "living history" with Docent John Knopp inside of the Curtiss C-46 Commando "China Doll"



© Photo by John Cutright

Dan Newcomb showing students from a local school all about our North American PBJ Mitchell bomber "Semper Fi." Dan is eminently qualified, since he has been on the PBJ Restoration Team for many years.



© Photo by Avery Willis

Avery caught this rainbow over our Mustang in a recent very rare event in Camarillo – a rainstorm.



© Photo by Dave Flood

We are so happy to have our Hellcat back home, after an extended stay at Reno, NV. Thanks to all who made it possible for her to get "back in harness" – including Mark "Mutha" Hubbard.

## Clay Lacy: The Planes I've Flown and The People I've Known – Part I, cont'd.

From "Airport Journals" by Di Freeze

Shortly after that, McDonald again called Lacy, and asked if he would make a trip to Wichita.

"Bill had realized he couldn't build an aircraft for the original amount," Lacy said. "He wrote a letter to everyone, saying he needed more money. It was still cheap, but Elton wanted me to see what was going on."

Lacy recalls that after the initial 10 or so buyers, the price of the Model 23, bumped at that time to \$375,000, would go to \$545,000 and \$595,000, for later buyers.

By then, Lacy was checked out in the Boeing 727 tri-jet, which United would begin flying in February 1964. When he arrived, Lear treated him like a long-lost brother.

"Bill would take anybody in that was interested in his project," he chuckled. "I had known him from out here in California, before he started on the Lear Jet project, but not that well. I'd flown with him a couple of times when he was building autopilots, and on different occasions. Also, Bill Jr. was in the same unit of the Air National Guard, and he knew I was flying the 727, and knew a lot about jets."

"He told me, 'Any time you have off, come back here. Stay at my house.' He offered me a hundred dollars a day to follow him around at the plant. I never turned in a bill," Lacy chuckled. "I had a house there, because my grandmother had recently died. It was a mile and a half away from the factory. I started going back there. It was fun, because it was such an interesting, exciting time."

Lacy's first impression of the jet was that it performed like crazy, but that it was a "basket case."

"Pressurization, hydraulics, you name it," he said. "But old Bill corrected things in a hurry. When I first flew it, you'd add power, and the pressurization in the cabin would go down 10,000 feet a minute. When you'd take off, the power went off."

Lacy explained to Lear that the 727 had a modulating valve, and told him he thought that was what the Model 23 needed.

"He said, 'Well, I'll find out how it works,'" Lacy recalled. "He started checking around."

By February 1964, the flight test team had flown nearly 50 test flights, establishing a speed record during one flight of M.0905 (699 mph), making it the fastest business aircraft in the world.

By that spring, Lear had gone through deposit money, and had exhausted his bank credit against further deliveries. That worked in the favor of several who were hoping that

Lear would change his mind about selling the Lear Jet through factory direct sales.

"He was going to have three colors and three interiors; that's it," said Lacy.

But as Lear got closer to putting the jet into production, he was running out of money at the same time.



L to R: Clay Lacy, Bill Lear and Danny Kaye in Lear Jet mock-up.

"The banks had quit loaning him money, so he started thinking about a distributorship program," Lacy said. "Anytime I had a chance, I would encourage him, because I thought that was a good idea. Then, he really started considering it, because he figured he could get five distributors to order five airplanes, and have them put down a healthy deposit on each."

As Lear thought about it, Lacy talked to Paulson about the idea as well.

"I wanted him to go back and see the airplane, meet Bill and see if he could get a distributorship," Lacy said. "He was always busy. I had interest in a Mustang, and one day he said, 'Why don't we fly the P-51 back there tomorrow? We flew to Wichita. I think that was around April of 1964. Al got a flight in the number-two jet. He had never been in any kind of a jet; he was impressed. Then he really wanted to get into the distributorship. I kept going back to see Bill, and I'd ask him what was going on with the program. Bill wanted me to be involved with selling them. We got the distributorship and probably set it up in about July of 1964."

Lear divided the country into six sales regions. It was decided that California Airmotive would be the Lear Jet distributor for 11 Western states, serving that purpose out of Van Nuys Airport. Lacy, who served as manager of sales, would be one of the first pilots to receive a Lear type rating.

## Clay Lacy, continued...

Money coming in for franchises and deposits on jets did supply Lear with funds, but it didn't look like even that would see the jet through certification. However, in the meantime, help came in an unexpected way. In early June 1964, Lear test pilot James Kirkpatrick and FAA certification pilot Donald Keubler, left seat, took Model 23 up to evaluate single-engine departures.

Keubler was evaluating the jet's performance on one engine. After several successful runs, he forgot to retract the wing spoilers after one landing. The aircraft flew a short distance before crash-landing in a cornfield, off the end of the runway.

"Both pilots walked away from the wreckage unhurt, but the aircraft burned up," Lacy said.

The landing had broken a fuel line. By the time firemen got the flames under control, there was nothing left but a charred airframe. What seemed to be a great tragedy held an unexpected blessing. After all, there would be insurance money. But, that wasn't all. A second Model 23, Lear Jet #2, which Dart had bought, was at that time sitting in the hangar.

"Bill asked for the required FAA certification personnel to be available for Learjet flight-testing fulltime—around the clock if necessary."

Lear received formal FAA certification on July 31, 1964, just seven weeks after the crash, and, four months before the Jet Commander was certified.

"He had 14.7 million dollars in it," said Lacy. "Even in those days that was cheap."

They had gotten through certification, but now Lear needed funds for production. Going public seemed to be the only way he could raise more money. He applied to the Securities and Exchange Commission for permission to offer Lear Jet common stock to the public.

On Oct. 13, 1964, the first production Model 23 was delivered, to the Chemical and Industrial Corp., of Cincinnati, Ohio. On Nov. 30, 1964, Lear Jet became publicly owned, when Lear sold 550,000 shares for \$10 each, retaining a 60 percent ownership and remaining president and chairman of the board.

That same month, California Airmotive took possession of N1965L, serial number 23-012.

"When I brought that airplane to Van Nuys, it was the very first corporate jet on the airport," Lacy said. He explains the significance of the N number for their Lear Jet.

"I reserved a bunch of numbers, so that each year we could put a new number on our new demonstrator, if we stayed in business," he said. "So, it was for 1965 Lear. I reserved that number through 1982 Lear."

When N1965L arrived at Van Nuys, it wasn't exactly in showcase condition.

"It just had raw seats setting in it," Lacy said. "Interiors weren't something they had set up for; they built the planes so fast, and they hadn't thought that much about what the interiors were going to be like. We flew it around, gave some demonstrations to people. But then we said, 'We have to get this interior in.' I didn't mind giving demos to pilots to see how the plane would perform, but if people were going to be riding in the back..."

The jet arrived back in Wichita in January 1965, and returned in April ready for serious demonstrating.

"In addition to flying for United, I was flying that jet probably close to 100 hours a month," Lacy said.

With the idea of quickly getting the Lear name to the public, Lear asked Lacy to help him.

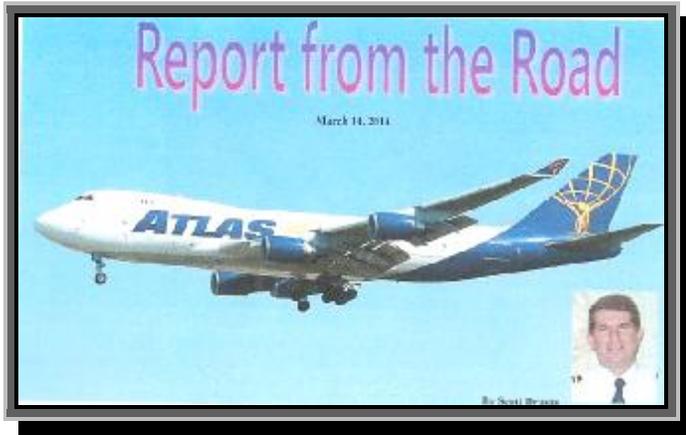
"He called me one day from the Beverly Hilton," said Lacy. "I went over and he asked me what I thought the direct operating cost was to fly the Lear Jet per hour. Jet fuel was about 14 or 15 cents a gallon. Engine overhauls were supposed to only be like \$25 an hour. I figured around \$150. Then, he told me to go through the phonebook and call anyone who he thought would talk up the Lear Jet, and give him or her a demo ride. He said, 'Send me a bill every month for how many hours you flew,' He also gave me a lot of names, like Art Linkletter and his friends."

Of course, one of California Airmotive's biggest advantages was their proximity to Hollywood.



Clay with Jimmy Doolittle

To be continued...in next "Flight Line"



**By Scott Drosos  
Captain, Atlas Air**

Editor's Note: Scott Drosos, a member of our Wing and long-time member of the PBJ Restoration Team, has been writing a journal of his travels as a Captain with the cargo airline, Atlas Air. His travels take him all over the world, and just in this journal he lands in: Nairobi, Kenya; Manston RAF Base, Kent, England; Ostend, Belgium; Hahn, Germany; Zhengzhou, China; Anchorage, Alaska; Chicago, Illinois; Dover, Delaware; Abu Dhabi, United Arab Emirates; and Milan, Italy. We are publishing just an excerpt from his current journal, which we think will be of interest to our Wing members.

### Historic Airbase in England

After a short 12-hour layover at the hotel in Nairobi, I departed with a crew of three pilots, a loadmaster and a mechanic for the Manston RAF base at Kent, England. Situated on the easternmost coast of England, just north of Dover, the air base has an incredible history that is not immediately obvious to the uneducated observer. The open farm lands of Manston were first used as a landing field for early aircraft in the winter of 1915-1916, and the area soon became an airbase for the Royal Flying Corps during World War I. In 1939 it became home to a squadron of Hawker Hurricanes, and in May of 1940 played a major role in supporting troops during the Dunkirk evacuation. The field was heavily bombed by the Germans during the Battle of Britain in 1940.

The first attack, on August 12<sup>th</sup>, resulted in over 100 bomb craters in the runways. They were repaired within 24 hours, though, and the airport resumed operational status. Further attacks by the Germans on August 20, 22, and 24 nearly destroyed the base, and left the runways littered with unexploded bombs, but again, it was patched together enough to be useful as a crucial emergency landing field for both U.S. and British aircraft damaged in bombing raids over Germany. The base later played a part in the D-Day invasions of France on June 6, 1944.

The airport has not advanced a great deal since those days. The runway has been enlarged and widened, but most of the taxiways are too narrow to be safely used by a

747. So, after landing, we had to make a 180-degree turn and "back taxi" down the runway to one of the larger intersecting taxiways that led to our parking ramp. Even then, I had to be careful to negotiate the turns correctly and stay on the centerline to keep all of the main gear tires on the pavement. This was especially difficult because the airplane's body-gear steering was out (a hydraulic mechanism that turns the aft-most landing gear wheels in a direction opposite to the nose wheel to aid in steering). We had to keep a close eye on the wingtips as I "shoe-horned" the giant airplane into a very tight parking spot.

As I sat in the cockpit on the ramp at Manston, I couldn't help but imagine all that had taken place here so many years ago. In my mind, I could see the bombs raining down from German aircraft overhead, and explosions, fire and chaos everywhere. I had just read an interesting book called *A Higher Call* – about a U.S. bomber crew who had been spared by a merciful German fighter pilot during the war, but had just barely made it back across the channel to England in their crippled B-17. I don't know for sure, but there's a good chance they might even have landed at this very airport. Looking across the field, I could picture that airplane, shot full of holes, one engine out and another one barely functioning, a good portion of its tail missing, and with dead and wounded crewmembers onboard, limping in for an emergency landing on the same runway I had just landed on. Even if the airplane I read about hadn't landed here, that same scenario did happen many times at this airfield.

Those days of war and hell, of bombs exploding and the roar of huge radial engines are gone now, though, and you would never know it had happened. No evidence of bomb damage could be seen, all having been repaired years ago, but several of the wooden hangars and old buildings looked like they might be survivors of that era. I wondered what stories those buildings could tell if they could talk!

The others on my crew seemed oblivious to all this. To them it was just another airport. I love history, though, especially World War II history, and believe the old adage that if it is not remembered, we are doomed to repeat it.

That's why I'm an avid member of the Commemorative Air Force in Camarillo, California, whose mission it is to restore, fly and display vintage "warbirds" in honor of the men and women who sacrificed and often died flying them, as they fought for the freedoms that we enjoy and too often take for granted today. It's an extremely worthy cause, and if anyone reading this would like to contribute by way of a donation, large or small, please contact me of the CAF at this web site: <http://www.cafsocal.com>.

And if you're ever nearby, stop in and see us sometime. We have a great museum, and about a dozen very rare World War II airplanes that fly regularly. For a price, you can even get a ride in a P-51 Mustang or T-6 Texan! And if I'm there I'll be glad to give you a personal tour. We love visitors, so please come by – and tell your friends! It's worth the drive if you live anywhere in the southern California area.

## El Centro NAF Air Show

by Gene O'Neal

On Mar 13, three CAF So Cal Wing planes ( F6F, P-51 and Zero ) flew to El Centro Naval Air Facility for the Blue Angels opening air show. The Zero needed a lot of extra loving care and many people stepped up to help. Zero pilot Rob "Lips" Hertberg worked long and hard to get it ready.

I was very lucky to be in the back seat of the Mustang with Ken Gottschall on the stick. Jason Somes flew the Hellcat. Because we were late taking off, there was concern about landing at El Centro before the tower closed at 1800. Only with skilled airmanship, the formation was overhead for the break with the last plane touching down exactly at 1800.

Flying in the back seat of the Mustang offers some great opportunities for photos of formation flying. The P-51 was the lead to El Centro and the Zero was the lead on the flight home, which provided a different view. There are always some obstacles to deal with. At 11,500 feet altitude, it can get rather cold. Canopy glare is always a photo problem, but there are some ways to reduce some of the glare. And many great shots are missed because of some bumpy air, or the formation moves ever so slightly.

After being off last season, the Blues put on a brilliant and exciting show on Friday and Saturday. Our CAF planes put on a great performance also, enhanced by ground pyro bombs, machine gun fire, and a spectacular Wall Of Fire for their final run. It was a crowd pleaser for sure, and the CAF received a lot of good comments from the announcer's stand.

El Centro is always a great host, and the evening party, with amazing fireworks, is always a treat. It is always a pleasure to attend an air show to support the team, promote the CAF and, of course, to see the show.



**Zero and Hellcat peel off in preparation to land at El Centro Naval Air Facility – at 1800 hours.**



**Hellcat, Mustang and Zero flying tight formation during the air show.**



**© All photos by Gene O'Neal  
Our Zero and Hellcat above the Mustang on the way to the El Centro NAF Air Show**



**On the way home after a very effective air show!  
Note pilot Ken Gottschall's helmet. We were fortunate to be able to perform at the air show with the Blue Angels, who were putting on the first air show of their 2014 season.**

### CAF NAMES SMITH AS EXECUTIVE VICE PRESIDENT OF STRATEGIC DEVELOPMENT



The CAF announced the addition of Adam Smith to its staff as the Executive Vice President of Strategic Development. In this role, Smith will oversee the execution of CAF's "Airbase Strategy" to include leading the design, funding and construction of the CAF National Airbase; and ultimately the oversight of the existing and future Airbases.

Smith comes to the CAF with extensive experience in aviation attractions and events, having worked at the Experimental Aircraft Association (EAA) for 11 years. During his tenure, he was responsible for overseeing the EAA AirVenture Museum, the Young Eagles and Chapter programs, Membership, and ultimately, EAA AirVenture Oshkosh – "the World's Greatest Aviation Celebration." Prior to his arrival in the United States, Smith was the Curator of the Museum of Flight at the National Museums of Scotland.

"Adam has a unique background and set of talents that make him perfect for this important new position in fulfilling the educational mission of the CAF" said Stephan C. Brown, CAF President and CEO. "The planned CAF National Airbase will establish a world-class attraction in a major metropolitan area in Texas. It will help generations of Americans value the contribution of military aviation in assuring our nation's freedom."

"I bring a deep passion for the aircraft flown by the CAF and the important message they carry," said Smith. "The CAF has been making great strides as an organization and is supported by a wonderful community of volunteers. I'm simply thrilled by this opportunity to help the organization move to the next level of success."



### Facilities Officer's Report

by Dick Troy

The progress has been slow but steady in our quest to clean up the hangar and ramp areas. Hopefully within the next several weeks the improvements will be self evident.

I want to thank Jim Hinkleman for his follow up on the annex air conditioning and heating system. We are now able to regulate the heat and cooling in all of the rooms in the building. Thanks Jim.

Pat Brown has just purchased three white boards that will be placed in various locations around the property for your convenience in reporting problems that relate to building maintenance. There will be one board in the break room in the annex building, one will be posted on the wall adjacent to the docents desk in the museum and the third one will be in the maintenance office in the restoration hangar. Please use these boards to let me know of problems or impending problems that you find during your daily routines.

Things that do not belong on the trouble boards such as no drip pans under the SNJ or oil slick on the floor by the Hellcat. Please report these issues to the responsible parties. The boards are only for building problems such as water leaks, door problems electrical issues etc.

Things that may create a safety hazard to our guests should be priority one. I will attend to those issues first and get a response back to you that I have taken corrective action. There is lots to do so your patience is appreciated.

Thanks. Work safe and be safe



© Photo by Dave Flood  
Col. Lloyd McAfee with new Propeller Plaque

## Update on Our PBJ-1J “Semper Fi”

by Marc Russell, Crew Chief, PBJ-1J “Semper Fi”

While many said we would never get this far, the PBJ is now at a point that everyone knows we are going to be flying in the near future.

Years ago, even I had my doubts that we would ever get this far, but we have, and it has been no small task. I have an incredible team who have been putting in long hours, and in some cases, sleepless nights supporting the restoration. We have surprised many and soon will excite everyone when our PBJ takes to the air for the first time in over 20 years.

When we took delivery of the PBJ, we knew we had a challenge ahead of us. For some, it was just too much, but others could see a diamond in the rough. We had our setbacks and our frustrations, but we have also had our accomplishments.

We have rebuilt the empennage, the wings and the bomb bay. We have replaced nearly every component of the hydraulic system. The electrical system is nearly complete with all new wires, numbered as it was done in the factory. All but one of the 10 fuel tanks is new, and both oil tanks have been replaced. The cables for controlling the engines and the flight controls are all new and being tensioned. We even have a new engine on the right side and the second one will be in our hands as soon as a certain transaction occurs.

For those who have seen the PBJ lately, it is obvious that we are nearly done. But being nearly done still leaves us with some very large hurdles ahead.

For the most part, we have done everything we can do with the limited finances available. We have been as frugal with the donated funds as possible, but we are at a point where we have no other choice but to buy things. We need to buy radios and other components for the instrument panel. We need to buy bomb racks as they are required for structural integrity of the airplane. We have to overhaul both propellers. We also have a list of smaller items including inner tubes, wheel bearings, castings, and other fixtures. The Plexiglas for the top turret is \$10,000 alone and we are getting a true deal at that cost.

Most everyone knows that our funding comes from donations. Some of it is through sponsorships, while others are just pure donations. Over the past few years, Midland has offered matching funds, and through the efforts of Bill O’Neil, we have qualified for a great deal of money. Bill is already working on what should be our final request for matching funds.

I know many of you have already contributed and we are very grateful to everyone who has. I also know that support for the PBJ among wing members has never been as high as it is. We can’t thank all of you enough for everything that you have already done.

So what is the bottom line? I have done some estimates and come to the conclusion that we need to raise about \$50,000 on our own. Qualifying for matching funds should add an extra \$30,000. I know that is a large amount of money, but consider this. Our new engine, already mounted on the right wing cost us about \$50,000. The fuel and oil tanks totaled well over \$60,000. We have already purchased all sorts of hardware, metal, and services. The list goes on and on. Fortunately, we have had all sorts of things donated like a new strobe system and LED position lights, and an electronic fuel flow system so we can accurately keep track of how much fuel we are using.

I am looking for help in any way that any of you can provide. If you can make a donation, that would be excellent. If you have a fund raising idea that you can run, that too would be incredible. If we are going to fly, we have to raise the money in one way or another. Please, help us finish the PBJ and get her flying.

One last point. When I joined the CAF over 20 years ago, we had three planes. The Bearcat was in restoration, 290 was flying, and China Doll was the plane we took to air shows with a crew to display her. Unfortunately, China Doll is no longer available and 290 and Blue Bird have only single back seats to bring members to the shows. With the PBJ flying, we will again be able to take a number of people to the various air shows and have the fun we used to share. More importantly, it will exemplify the plane used by courageous Marines in WWII, and will be a great addition to our Wing’s collection of flying warbirds.

Again, the support from everyone is greatly appreciated. Without it, we would never have gotten this far. Thank you and please keep it up. **Semper Fi.**



PBJ-1J in 2007 (above) & 2013 (below)



## Wing Air Show Schedule: 2014

Date	Location	Planes
May 4	Travis AFB	P-51, SNJ-5, PT-19
May 4	Chino	F6F, Spitfire
May 10	Holloman AFB, NM	P-51, Zero
May 29	Oaks Christian School	All Fighters
June 7	Gillespie (San Diego)	Spitfire
July 4	Lake Arrowhead	TBD
July 26	St. George, UT	TBD
Sept 6	Wendover, UT	F6F, F8F
Sep 10-15	Reno, NV	All Fighters
Sept 20	Hillsboro, OR	F6F, Zero
Sept 27	Redding, CA	F6F, Zero

An additional kudo to Steve McCartney for his part in the Wing's participation in air shows, which are so important to the financial health of our Wing. Please remember that these airshows are subject to change, so call us at 805-482-0064 for updated information.

## Latest News on Plane Crash

The Coroner's Unit of the San Luis Obispo County Sheriff's Office is releasing new information regarding a plane crash that occurred on 1-14-14 off the coast of Oceano.

Based on DNA testing performed at a Department of Justice lab, the pilot of the plane has been positively identified as David Brian Casey, 63, of Friday Harbor, Washington. Positive identification of the passenger on board that plane is still pending, although based on information gathered during the investigation, detectives believe that person to be Alan George Gaynor, 52, of Los Angeles.

The Sheriff's Office is continuing to work closely with the National Transportation Safety Board (NTSB) and the FBI to determine a date, weather permitting, for a recovery operation of the plane from the ocean floor.



© Photo by Dave Flood  
CAF So Cal Wing Cadets checking C-46 engine.

## SAFETY CORNER by Gene O'Neal, Safety Officer

Some of you know by now that the Staff has appointed me as Safety Officer to complete the term held by our departed member Alan Gaynor.

My first two thoughts about Safety are: SAFETY STARTS WITH YOU, and... SAFETY STARTS WITH YOU. That means EVERYONE. We are all responsible for Safety, and looking out after each other. If you see something that is not Safe, fix it, and tell others. If it needs further action please bring it to my attention and we will work together on the problem.

A clean work area is a SAFE work area. How are we doing? I think we all agree that we have room for improvement. That includes the hangars, O-Club, and office areas. Without getting into details, all of us can see things that need to be put away and cleaned up daily. Just a few minutes a day will make a big improvement. A clean work area is essential to having clean and safe airplanes.

Jason Somes is preparing a very important aircraft SAFETY "ground school". This will be for all members to attend. Many subjects will be covered. Safety around the air planes and on the ramp will be critical for everyone. Watch for dates and do plan to attend. Again - this will be for all members regardless of what volunteer things you do.

Thanks in advance for extra effort to clean up the work areas.

BE SAFE



© Photo by Frank Mormillo  
Our fighters on a last Flight of Honor at the conclusion of our Memorial Service – this time with the Mustang peeling off first to get into the landing pattern.