

Flight Line

The Official Publication of the CAF

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



© Photo by Dave Flood
Col. Chris Rushing in his AT-6 which flew in the "Missing Man" flying tribute to Dave Long.

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© Photo by Dave Flood

**Col. Mike Greenhill giving his heartfelt remembrance of his friend, Dave Long, at Dave's Memorial Service on Saturday, March 13, 2010 in our Museum Hangar.
See Pages 4 and 5 for more remembrances of Dave.**

**Wing Staff Meeting, Saturday, April 10, 2010 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 2010

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

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* Denotes Staff Position				

Over The Fence To Wanaka Ron Fleishman

When the So Cal Wing had all the necessary paper work completed to send our Mitsubishi A6M3 Zero to New Zealand, the next stop, of course, was to put the plane on the boat. It sounds simple – but it is, however, a little more complicated.

On Tuesday, the 2nd of March, a crew from Camarillo met the airplane at Airflite, a fixed base operation at Long Beach Airport. During the day, the plane was prepared for the long trip to NZ. Wheel covers were removed, and the tanks were sumped. At dusk, with the help and cooperation of the airport officials, the Zero was towed down the taxiway and put on its lifting fixtures. The lifting harness was attached. A large boom crane waited for us, and, after final strapping and hookups were finished, the plane was lifted over the fence and placed on a waiting flat bed truck.

The CA Highway Patrol arrived around midnight, and off we went in convoy through the streets of Long Beach to the docks. We had to quit and leave the plane for the next few hours – until 6:45 a.m. On the morning of March 3rd, the plane was then transferred to a shipping device called a “bomb cart” – resecured and restrapped. Then the dock workers moved it alongside the ship, the *Annabelle Schulte*, which would be the Zero’s home for the long sea voyage to the other side of the world. We were then told to come back at 6:45 p.m.

At this point, the crew was working on less than three hours of sleep, and had to find a way of spending the next ten hours – while trying to stay awake. After dealing with an airplane for a day and a half – what would you want to do? You go to an aviation museum and look at more airplanes!

We went to the Lyons Aircraft Museum, a new aviation museum in Orange County. It’s a good place to visit, and it has some neat displays and planes to see.

We “killed” a few more hours, and then returned to the docks. Our crew then went through dock security and went on board the *Annabelle Schulte*. The dock and the cargo facilities are fascinating. The speed and precision with which tons of cargo are moved and lifted are a marvel of engineering to watch.

At around 7:00 p.m., the loading operation started, and the Zero was lifted into the air. It was swung out and over the ship and precisely deposited into the cargo bay of the ship. The two hatch covers, weighing two tons apiece, were dropped into place. A sigh of relief from all six of us could be heard over the noise of the docks! Bon Voyage !!!

Now all we have to do is wait until late April, and we get to do it all over again, in reverse. At Long Beach, for this experience, the So CA Wing crew was: Lloyd McAfee, Yoshi Abe, Vern Olson, Jason Somes, Shirley Murphy, and Ron Fleishman.



© Photo by Ron Fleishman

Here’s our Zero being picked up from the truck to the crane and ready to go “over the fence to Wanaka” at Port of Long Beach. It reached NZ on March 19, 2010.



© Photo by Ron Fleishman

The Zero all strapped in to its “frame” and ready to be placed below decks on the *Annabelle Schulte*.



© Photo Courtesy Ron Fleishman

Here’s part of the group that accompanied our Zero to the Port of Long Beach: (2nd from left) Jason Somes, Vern Olson, Ron Fleishman, and (2nd from right) Yoshi Abe. Also in the group, but not pictured, were Shirley Murphy and Lloyd McAfee. Thanks to all of them for giving TLC to our valuable aircraft prior to its “cruise.”



David A. Long, Jr.: In Memoriam

David A. Long Jr., 73, of Thousand Oaks, passed away at home February 28, 2010 after a long illness.

David was Born in Houston, Texas to David A. Long Sr, and Georgene Harris Long on Aug. 17, 1936.

He was a retired TWA / American pilot and also served his country in the Texas Air National Guard.

He was a volunteer at the Commemorative Air Force – Southern California Wing at Camarillo Airport for 11 years and participated in AYSO as a coach and referee.

He is survived by his wife Faye O'Quinn Long, sons: Jim H. Long, Steven F. Long and Glenn A. Long and his daughter Lisa Lynn Long. He also leaves behind his brother Thomas Charles Long of Huntsville, Texas, as well as his many grandchildren: Matthew, Heather, Curtis, Mindy Faye, Jaimie Lynn, Crissandra Amanda, Chadler Steven, Trevor Adin, Summer Rose and great grandchild Wyatt.

Remembering Dave Long

"To attempt to sum up any man's life in a single speech is a foolish endeavor, especially a life as rich as Dave's. So I will tell you what I knew of the man.

I met Dave 14 years ago at this very place (CAF-SoCA Wing). I was a freshman high school kid, who had never been anywhere or had done anything. Dave was a retired TWA pilot and former F-86 fighter pilot. He was always joking and telling funny stories. He had a sort of "aww-shucks" routine that masked a very traveled and intelligent mind that we miss so much.

Dave had great stories of flying around the world. The people he met and the things he saw he frequently spoke of in a rich and comical way. To people who did not share his worldly sense of humor, some of his stories could seem off-color, but, if you listened carefully, there was a lesson in each one.

Dave was also a good counselor. When I started flying, he imparted to me a maxim which I have come to realize carries over beyond aviation. He told me when things get difficult, or when there is an emergency and a crosswind and the tower is calling, just remember: **just fly the plane.**

Throughout my life, I have said that to myself, and not just on crosswind landings. He also told me something else that goes beyond flying. He said that each person you fly

with has good and bad habits. It is your job to learn the good ones and emulate them, and also to recognize the bad ones and disregard them.

And so...it is true in life that every person you meet has good and bad in them. As humans, we are wise to learn the good and disregard the bad. Dave taught me that.

So now – we are left without this man who taught me so much. But his lessons stay with us along with his joyful wit.

We are left alone to fly the plane, but always in his memory."

Mike Greenhill

"Dave was one of my first friends when I joined the CAF. I always enjoyed our conversations. I learned very early that is you did not like to hear the truth about yourself, you might have a problem with Dave Long.

Dave was the absolute master of "one-liners." I told him on many occasions that he should write a book.

He had one of the quickest minds I have ever come upon. He was a respected person.

I will miss him very much."

Chuck Williams

"I met Dave Long in May of 2000 when I first visited the Southern California Wing after moving to Camarillo a few months earlier.

His presence filled the small gift shop of the museum, then housed in five prefabricated buildings put together. It was not because of his physical stature, but rather because of the warm welcome I received and his gregarious nature. He made me want to be part of the organization and I joined soon afterward.

As I got to know Dave better, I discovered he was always ready to entertain me and the others with a string of jokes, or stories from his past careers as an airline pilot for TWA and his Air National Guard days. He kept us in stitches with his jokes. He seemed to enjoy thoroughly what he was doing in his retirement.

As his medical problems began to mount, he was not able to spend the day at the Wing as often, but he always maintained a positive outlook when he did manage to visit, and his sense of humor never waned. He gained my admiration as a result.

Rest in peace, old friend."

Casey de Bree

Remembering Dave Long, cont'd:

"When we were in our old "Lean-To Hangar," while at lunch in the "O Club," Dave would regale us with his funny experiences in the Air Guard and at TWA.

These were interspersed with a constant stream of jokes. I don't think that he ever told the same joke twice! What a memory!

When we got into our new hangars, he took over the job of getting surplus military equipment that our Wing could use. So much of our ground equipment is because of Dave's constant scrounging at the surplus sites.

He was a very valuable part of the team for a number of years.

Dave was a real pleasure to know."

Gary Barber

"Dave Long will always be remembered as one of the outstanding members of the Southern California Wing.

He and I worked together during many years on several different projects. One of the most outstanding and productive ones was the Government Military Surplus Allocation Program. He and I were the Wing's members on this program, and we did much traveling around California obtaining much of the equipment and material that was used and is still being used to support the Wing's operation.

Dave was also instrumental in the development and operation of our first museum. We obtained six trailers from Pt. Mugu Naval Air Station. We had the trailers hauled up to Camarillo Airport and placed next to our old "Nose Hangar." Dave set up all the exhibits and displays that started our museum – paving the way for what we have in our Aviation Museum today.

Dave was a fun-loving, joking individual who you couldn't help but like. He always had a good joke or story to tell, and was always happy to greet you with a smile.

We will miss you, Dave, and I know you will have a good joke for St. Peter when you approach those pearly gates.

May God bless you and open those pearly gates wide for you."

Joe Peppito



© Photos by Dave Flood

Faye Long, Dave's widow, sitting at the CAF-So CA Wing's Memorial Service held in our Museum Hangar on Saturday, March 13, 2010. Many of her family were there to hear numerous friends remember Dave.



Approximately 100 people were at Dave Long's Memorial Service, and many spoke of their fond remembrances of Dave and his great sense of humor.



Col. Russell Drosendahl, a friend and fellow TWA pilot, officiated at Dave's Memorial Service. The CAF, along with the Condor Squadron, performed a "Missing Man" formation fly-by in honor of Dave. All of us at the Wing will miss Dave very much. Our sincere condolences go to Faye and her family. RIP old friend

MIA From USS Boxer/CAF Connection

From L.A. Times, Sunday, February 21, 2010
By Esmeralda Bermudez
Esmeralda.Bermudez@latimes.com



Janis Curran holds pictures of her parents and her father, Lt. Charles Garrison, who is MIA since 1951.

"She was only 3 years old, but Janis Curran remembers the day when two uniformed servicemen knocked on her family's door with news of her father, a pilot in Korea. Her mother read the telegram, took a seat and began to cry.

It was 1951 and Lt. Charles Garrison was reported missing in action after his plane caught fire over enemy territory along the border of North and South Korea. Nearly 60 years later, Curran is still searching for her father's remains.

"I know it's a long shot," she said, "But it can't be beyond the realm of possibilities. I really need to know what happened to him. He gave his life for his country, and he should be buried in his country."

On Saturday, the Diamond Bar resident joined more than 200 families from across California and nearby states who share similar stories. They are the children, spouses, siblings, nephews and nieces of service members lost in World War II, the Korean War, the Vietnam War and the Gulf War. Some never met their loved one but hold out hope that what's left of the remains – bone, teeth, dog tags or uniform buttons – will one day return home.

The gathering was organized by the Department of Defense to update families on the status of missing troops. More than 88,000 are unaccounted for, their remains hidden in jungles of the Pacific, off frozen peninsulas in Russia and in battlefields across Europe.

Each year, the remains of some 75 service members are returned to their families with the help of archeologists, anthropologists and scientists who carefully conduct excavations and find matches using , among other clues, mitochondrial DNA.

Among the challenges: excavating in forbidden regions such as North Korea; losing sites to builders who develop land; and gaining access to classified archives.

Janis Curran represented the father she didn't get to know until she began her own research 14 years ago. Her mother never remarried and never spoke of him.

Curran tries to attend the update meetings at least once a year. Occasionally she learns new information. And she never walks away feeling alone."

Many thanks to the L.A. Times for their cooperation in the publication of excerpts from the Feb. 21, 2010 article.

Janis Curran maintains a website:

<http://www.kwp.org/janc/janc1947.htm>

Notes From US Navy VF-884 Fighter Squadron

On 20 July, 1950, a US Navy Reserve Squadron – VF-884, *The Bitter Birds*, their insignia an irritated-looking jayhawk wielding a bat with a nail in it, was called to active duty at NAS, Lathe, Kansas. Their C.O. was CDR. W.W. Brehm.

"A" was their F4U-4 plane tail code. The squadron made two Korean War tours. The first: 2 March to 24 October, 1951 aboard the USS Boxer (CV-21), commanded by Capt. D.J. Sullivan (CVG-101 task force). The second: 11 August, 1952 to 17 March, 1953 aboard the USS Kearsage (CVA-33).

On the combined tours, VF-884 had 1,519 missions; dropped 750,000 lbs. of bombs; fired 1,400,000 rounds of ammunition. Twelve pilots were killed, or missing in action.

Lt. Garrison was the leader of "The One-Eye Division" – four aircraft. They included: "Snapper One" – Lt. Charles Garrison; "Snapper Two" – Lt. Jack Rader; "Snapper Three" – Lt. Bob Warner; and "Snapper Four" – Lt. Marion Dragastin.

On 18 May, 1951, Lt. Garrison's wing-man was Lt.(jg) Marion T. Dragastin of Kansas City, Kansas. When Lt. Garrison's plane was hit, Lt. Dragastin directed the disabled aircraft towards a friendly area. When fire forced Lt. Garrison to parachute from his plane near Hyong-Ni, Lt. Dragastin went into "RESCAP," strafing the enemy to keep them away from the downed Lt. Garrison.

After making repeated strafing attacks, Lt. Dragastin's aircraft was hit by enemy fire and crashed, killing him.

For his courageous acts, and complete disregard for his own safety, Lt.(jg) Marion T. Dragastin was posthumously awarded the Navy Cross medal.

Korean War Project

“Letters To The Lost”

By Janis (Jan) Curran
Diamond Bar, CA

Nov 1, 2006

Dear Dad,

Today is my birthday so I thought this would be the perfect day to write this letter. It has been difficult for me, I have pondered over what I wanted to say for days and every time I try to write it, I find it is too hard for me and so I postponed it.

We have missed you every single day that you have been gone, over 55 years now. Some days are harder than others, especially the happiest days like weddings, and the births of your grandchildren and great grandchildren, even one great-great grandchild. I wish you could have known them.

I feel the worst when I think of how sad you must have been after you were captured and then realized you were probably not going to get home to us. I'm sure you worried about how your loss would affect our entire family.

When I am feeling selfish, I find myself wishing that you hadn't been quite so brave to put yourself in harm's way, but most of the time I am proud that you were the type of person who risked his own life for the benefit of others.

Thank you for making my family so proud.

Love,

Janis

Editor Note: Jan's dad, Lt. Charles Garrison, flew with VF-884 off the USS Boxer during the Korean War, and is MIA.



F4U-4 Corsairs from VF-884 “Bitter Birds” circling the USS Boxer during the Korean War.

Our CAF-SoCAWing Connection...

When Col. Ken Kramer, our F8F-2 Bearcat Crew Chief, saw the article about Lt. Garrison in the *Los Angeles Times* of February 21, he took a double take. He had seen that photo of Lt. Charles Garrison before.

Ken immediately got out his mementos from his stint on the USS Boxer with VF-884 “The Bitter Birds” Squadron during the 1951 tour off Korea, and, sure enough, there were several photos of Lt. Garrison in Ken's memory book.

A further check in Ken's “Log Book” of that particular tour showed the following note for 18 May, 1951:

F4U shot down – pilot bailed out into enemy territory, Badly hurt, never recovered. Lieut. “Snapper” Garrison. F4U spun in while covering Snapper – pilot killed – Lt. (jg) Dragastin.

Ken was able to reach Lt. Garrison's daughter, Janis Curran, by 'phone, and talked with her for about an hour. Ken was able to recount his experiences with Lt. Garrison aboard the Boxer prior to her dad's disappearance. As a Crew Chief on the Corsairs, Ken remembers strapping Lt. Garrison into his cockpit on many occasions.

Eventually, Ken will meet Janis and will be able to help her to have some “closure” on the loss she has felt since she was only three years old.

Let's continue to keep Janis and her dad, Lt. Charles Garrison, and his wingman, Lt. Marion Dragastin, and all those heroes who have given their lives for our freedoms over the years in many wars and in many far-off places in the world in our thoughts and prayers. Let us never forget what they did for all of us.

And also we should continue to thank Ken Kramer, Bill Main, Joe Peppito, Russ Drosendahl, Wally Brown, Jim Hinckley, Les Bedding, Don McMillan, Cliff Brown, Ken Barger and all the other members of our Wing who have given of themselves in the service of our country (and our allies' countries) in the fight for our freedoms.



Ken Kramer as a Crew Chief on F4Us with VF-884 “The Bitter Birds” on the USS Boxer off Korea in 1951.

Report From The Road



by Scott Drosos

A Beautiful Island With An Interesting History

The sun had come up during my layover in Japan, and I moved to a window seat with the best view of our descent into Guam. As the island came into view, I was first struck by how beautiful it was. Pristine white sand beaches, palm trees, green hills, and turquoise-blue water gave it all the elements of a tropical paradise. I knew, though, that because of its strategic location in the Mariana Islands near Japan, it had also been a place of terrible mayhem and bloody wars throughout most of history, including both world wars.

I was particularly interested in its WWII history, which I found fascinating. Many don't realize that only a few hours after the Japanese bombed Pearl Harbor in Hawaii, they also attacked and overran Guam, which had been a United States territory since 1898, when we took it from Spain during the Spanish-American War.

A mere 153 U.S. Marines and 274 sailors were stationed there when the Japanese attacked in 1941, and they had a combined total of only about 160 weapons. They and a militia of about 80 unarmed local Chamorros were quickly overpowered by the Japanese air strikes and subsequent invasion force of 5,500 men. The Americans who weren't killed in the battle were forced to surrender, and were sent to prisoner-of-war camps in Japan and Manchuria, China. Some were hidden by the Chamorros, though, but were eventually found and executed by the Japanese.

After takeover of the island, the Japanese were extremely brutal to the local Chamorro people as well, especially those thought to be American sympathizers. Many were beheaded, women were raped, and still more were forced into slave labor to help the Japanese build airstrips, bunkers, and underground tunnels to fortify the island.

Finally, on July 21, 1944, the Americans returned in force and recaptured the island from the Japanese after a bloody 20-day battle that left 3,000 Americans dead and over 7,000 wounded. Subscribing to the Bushido code of death before surrender, the Japanese refused to give up, and lost over 18,000 of their own men. Only 485 were taken prisoner.

As we flew over the island on our descent for landing, I got a good view of the invasion beaches from the air. I couldn't help but think of all those who had died for control of this tiny island nation, and of what dramatic events had taken place within the field of my view from my airplane window. It was really something to contemplate.



Marines raise Old Glory on Guam – July 21, 1944

As we flew east on our 7-hour flight to Hawaii, we directly over Wake Island, another Pacific atoll with a strategic location and a rich history. The Japanese also attacked and overran this island within days of their attack on Pearl Harbor. At the time, there were just 518 U.S. military personnel and 1,221 civilian contractors stationed on the island. During the attack, the Japanese killed 120 of them before the rest were forced to surrender. The survivors were imprisoned or forced to build bunkers and fortifications for the Japanese on the island.

As the U.S. began their reinvasion of the island in early October, 1943, Rear Admiral Shigematsu Sakaibara ordered the execution of 98 remaining American civilian workers who had been kept on the island to perform forced labor. In an act of severe brutality, they were taken to the northern end of the island, blindfolded, and then gunned down with machine guns. One of the prisoners (whose name has never been discovered) somehow escaped the massacre, returning to the site later to carve the message, "98 US P.W. 5-10-43" on a large coral rock near where the victims had been hastily buried in a mass grave. The unknown American was recaptured, however, and Sakaibara personally beheaded him with a katana (samurai sword). The inscription on the rock can still be seen, and is now a Wake Island landmark. A memorial plaque has been added to the stone.



The memorial to the American dead on Wake Island.

Wing Photo Page I: Zero To NZ



© Photo by Dave Flood

On March 3, 2010, Jason Somes, the pilot of our Mitsubishi A6M3 Zero, called "Clear," and revved up the engine prior to taking off from CMA for the Long Beach Airport – on the first step of the Zero's long trip to New Zealand, where she will appear in the *Warbirds Over Wanaka* air show April 2, 3, and 4, 2010.



© Photo by Dave Flood

Jason strapped in and ready to go to Long Beach.



© Photo by Dave Flood

Engine run-up just prior to take-off from CMA.

E-Mail message received on March 20 from Ray Mulqueen, who coordinated the transfer of the Zero from the ship in Tauranga, NZ to Tauranga Airport:

Subject: Zero safe in NZ

The Zero arrived unscathed in New Zealand and is now in a secure hangar at Tauranga Airport awaiting the crews' arrival 26th March. Attached are some pics showing the arrival on Friday (Mar. 19) morning, transfer to truck, and then at the airport Sat. morning. The efforts by the SoCAWing saw the Zero travel well. Cheers, Ray Mulqueen



Hitler's Stealth Bomber

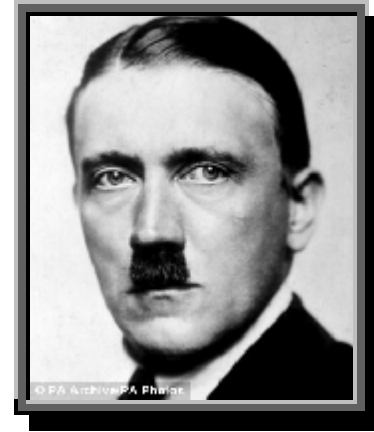
From "Mail Online – World news"

by Marcus Dunk

With its smooth and elegant lines, this could be a prototype for some future successor to the stealth bomber.

But this flying wing was actually designed by the Nazis 30 years before the Americans successfully developed radar-invisible technology.

Now an engineering team has reconstructed the Horten Ho 2-29 from blueprints, with startling results.



The plane could have helped Adolf Hitler win the war

First built and tested in the air in March 1944, it was designed with a greater range and speed than any plane previously built and was the first aircraft to use the stealth technology now deployed by the U.S. in its B-2 bombers.

Thankfully Hitler's engineers only made three prototypes, tested by being dragged behind a glider, and were not able to build them on an industrial scale before the Allied forces invaded.

From Panzer tanks through to the V-2 rocket, it has long been recognized that Germany's technological expertise during the war was years ahead of the Allies.

But by 1943, Nazi high command feared that the war was beginning to turn against them, and were desperate to develop new weapons to help turn the tide.

Nazi bombers were suffering badly when faced with the speed and maneuverability of the Spitfire and other Allied fighters. Hitler was also desperate to develop a bomber with the range and capacity to reach the United States.

In 1943 Luftwaffe chief Hermann Goering demanded that designers come up with a bomber that would meet his '1,000, 1,000, 1,000' requirements - one that could carry 1,000kg over 1,000km flying at 1,000km/h.



Blast from the past: The full-scale replica of the Ho 2-29 bomber was made with materials available in the 1940s

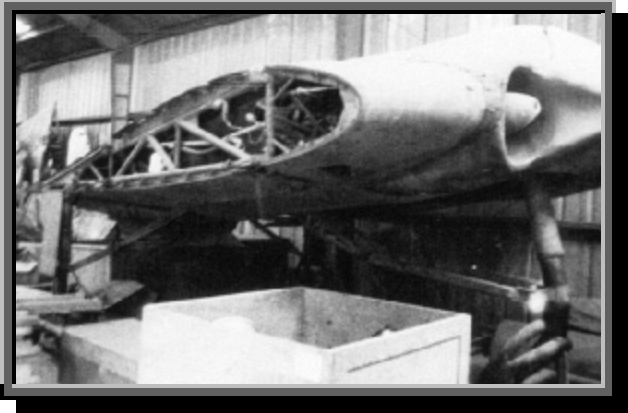


Futuristic: The stealth plane design was years ahead of its time.

It was faster and more efficient than any other plane of the period and its stealth powers did work against radar. Experts are now convinced that given a little bit more time, the mass deployment of this aircraft could have changed the course of the war.



A full scale replica of the Ho 229 bomber made with materials available in the 1940s.



A wing section of the stealth bomber. The jet intakes were years ahead of their time

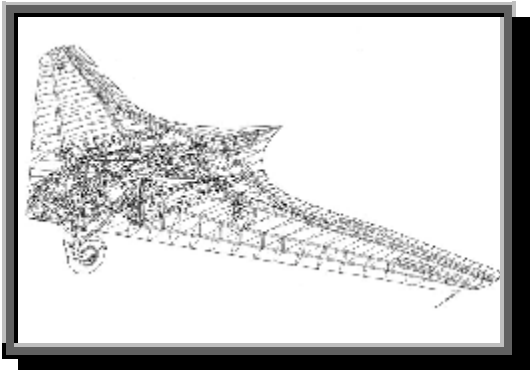
Two pilot brothers in their thirties, Reimar and Walter Horten, suggested a 'flying wing' design they had been working on for years.

They were convinced that with its drag and lack of wind resistance such a plane would meet Goering's requirements. Construction on a prototype was begun in Goettingen in Germany in 1944.

The center pod was made from a welded steel tube, and was designed to be powered by a BMW 003 engine. The most important innovation was Reimar Horten's idea to coat it in a mix of charcoal dust and wood glue.



Vengeful: Inventors Reimar and Walter Horten were inspired to build the Ho 2-29 by the deaths of thousands of Luftwaffe pilots in the Battle of Britain.



The 142-foot wingspan bomber was submitted for approval in 1944, and it would have been able to fly from Berlin to NYC and back without refueling, thanks to the same blended wing design and six BMW 003A or eight Junker Jumo 004B turbojets. Horton thought the electromagnetic waves of radar would be absorbed, and in conjunction with the aircraft's sculpted surfaces the craft would be rendered almost invisible to radar detectors.

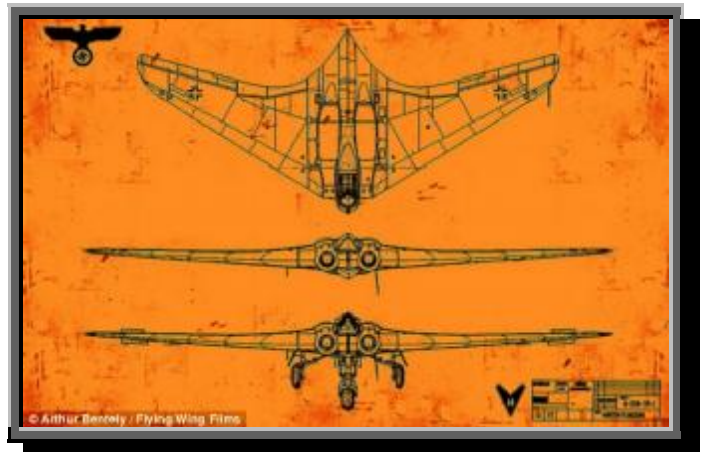
This was the same method eventually used by the U.S. In its first stealth aircraft in the early 1980s, the F-117A Nighthawk.

The plane was covered in radar absorbent paint with a high graphite content, which has a similar chemical make-up to charcoal.

After the war the Americans captured the prototype Ho 2-29s along with the blueprints and used some of their technological advances to aid their own designs.

But experts always doubted claims that the Horten could actually function as a stealth aircraft.

Now using the blueprints and the only remaining prototype craft, Northrop-Grumman (the defense firm behind the B-2) built a full-size replica of a Horten Ho 2-29.



Luckily for Britain the Horten flying wing fighter-bomber never got much further than the blueprint stage, above.

Thanks to the use of wood and carbon, jet engines integrated into the fuselage, and its blended surfaces, the plane could have been in London eight minutes after the radar system detected it. It took them 2,500 man-hours and \$250,000 to construct, and although their replica cannot fly, it was radar-tested by placing it on a 50ft articulating pole and exposing it to electromagnetic waves.

The team demonstrated that although the aircraft is not completely invisible to the type of radar used in the war, it would have been stealthy enough and fast enough to ensure that it could reach London before Spitfires could be scrambled to intercept it.

"If the Germans had had time to develop these aircraft, they could well have had an impact," says Peter Murton, aviation expert from the Imperial War Museum at Duxford, in Cambridgeshire.

Maint. Officer's Report

by Mike Perrenoud

This is my first report as your new Maintenance Officer. I'd like to thank all of you who have been really supportive and helpful as I adjust to this new role.

Our goal as far as maintenance is concerned is to perform scheduled and unscheduled maintenance in a timely manner so as to insure that we meet CAF, Wing and air show commitments.

As of March 18, 2010, our F8f-2 Bearcat and SNJ-5 Texan have returned safely from Legacy Training at Le Moore Naval Air Station.

The following is a brief maintenance status report for each of our aircraft:

F8F-2 Bearcat:

Ken Kramer and Gary Barber have resolved the leaking brake and Hales Engineering is investigating a workable solution to refurbishing the spare set of brake calipers.

This aircraft flew at the Riverside Air Show and at Palm Springs.

F6F-5 Hellcat:

No major problems reported. This aircraft flew at the Riverside Air Show and at Palm Springs.

SNJ-4 Texan:

Currently in "Down Status" due to a hydraulic problem associated with the main gear retraction and extension. The selector valve has been sent out for rebuild and is expected back within the next week.

SNJ-5 Texan:

This aircraft is airworthy with no major problems reported.

A6M3 Zero:

The Zero arrived in New Zealand on March 19, and will be a major participant in the "Warbirds Over Wanaka" air show on the South Island of New Zealand on April 2, 3 and 4. No problems reported.

Mk XIV Spitfire:

Restoration is progressing nicely on this aircraft. The engine lines have been connected; the electrical rework is approximately 50% complete; the cock-pit is almost completed. Les, Robert, Colin and the team are doing a really great job. She's going to be a beauty when she's done.

Fairchild PT-19:

This aircraft is undergoing cosmetic touch-up and is currently airworthy. It also participated in the Riverside Air Show on March 26/27 – selling rides.

Fairchild F-24:

Active restoration is ongoing. Norm Swagler is heading up this project. Registration documents are in process and will be expected to be completed in the near future.

C-46 Commando "China Doll:"

The aircraft is airworthy, but may soon be in "Storage Status." More to follow.

PBJ-1J (B-25) Mitchell:

Wing repair is ongoing. Marc and crew making progress. Still in restoration.

To all the troops diligently working on our aircraft: Well Done and keep up the good work!

Wing Air Show Schedule – 2010

March 27	Riverside, CA Air Show	F6F, F8F, PT-19
March 28	Palm Springs, CA Air Show	F6F, F8F

Apr 2,3,4	Warbirds Over Wanaka, NZ Air Show	Zero
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New Operations Officer for Wing

Our Operations Officer for many years, Gary Barber, has decided to step down, and is being succeeded by Jason Somes.

Gary will be working closely with Jason to ensure a smooth transition.

Jason will serve out the remainder of Gary's term – until December 31 of 2011.

Gary has done an exemplary job of keeping our fleet of flyable warbirds flying and our cadre of pilots up to date on their certificates. Thank you, Gary, for all your years of service to our Wing! You have truly "Kept Them Flying!"

More Contributors to Photo Displays

Jim Hinckley has informed us that there were many more people who contributed to the successful Photo Displays currently adorning the Maintenance Hangar (see Page 9 of the March issue of *Flight Line*).

They include: Yoshi Abe, Colin & Les Bedding, Wayne Brancato, Susan Buchanan, Dan Cuvier, Russ Drosendahl, Alex Ferrasci, Ron Fleishman, Dave Flood, Ken Kramer, Dan Newcomb, Alan Nicholson, Joe Peppito, and Howard Ulm.

Thanks to all for helping Jim and Katie establish such wonderful photographic remembrances and tributes to all of our members who have worked so diligently on our aircraft.

Wing Membership

If you have not "re-upped" for 2010 – see Norm Swagler.

Wing Photo Page II



© Photo by Dave Flood

Col. Al Kepler, ready to fly his Cessna 182 back to Whiteman Airport after a day at our Museum. Al also flies our SNJ-5 #290 (rear) in our Warbird Ride Program. Call 805-482-0064 & reserve a ride today!



© Photo by Dan Newcomb

Thomas Van Stein, our Resident Artist, with his creation of the new logo for our SNJ-4 "Bluebird."



© Photo by Dave Flood

Dick Burrell & Lloyd McAfee holding flag from U.S. Capitol donated by Hon. Elton Gallegly to our Wing.



© Photo by Dave Flood

Cadet Sean Riddle in the back seat of our SNJ-4 "Bluebird," flown by Ken Nishimura. Do you think that Sean is enjoying every minute of the experience?



© Photo by Tim Kutzbach

Sshhh! Don't wake up little Camryn Grace Kutzbach. She's very tired after her entrance into our world. She weighed in at 6 lbs., 6 oz. – and 19 in. long! Congratulations to Tim and Crissy!



© Photo by Dave Flood

Models of the MiG 15 "Midget" and the F-86 "Saber, both aircraft flown during the Korean War. Our Aviation Museum is planning a special event later this year on the Korean War.

Never Mess With a Guy Named Van Barfoot

Thanks to Dave Long for this story

Head east from Carthage on Mississippi 16 toward Philadelphia and after a few miles a sign says you're in Edinburg, Mississippi. It's a good thing the sign's there, because there's no other way to tell.

On June 15, 1919, Van T. Barfoot was born in Edinburg. Probably didn't make much news.

Twenty-five years later, on May 23, 1944, near Carano, Italy, Van T. Barfoot, who had enlisted in the Army in 1940, set out to flank German machine gun positions from which fire was coming down on his fellow soldiers. He advanced through a minefield, took out three enemy machine gun positions and returned with 17 prisoners of war.

If that wasn't enough for a days work, he later took on and destroyed three German tanks sent to retake the machine gun positions.

That probably didn't make much news either, given the scope of the war, but it did earn Van T. Barfoot, who retired as a colonel after also serving in Korea and Vietnam, a Congressional Medal of Honor.

What did make news last week was a neighborhood association's quibble with how the 90-year-old veteran chose to fly the American flag outside his suburban Virginia home. Seems the rules said a flag could be flown on a house-mounted bracket, but, for decorum, items such as Barfoot's 21-foot flagpole were unsuitable.



He had been denied a permit for the pole, erected it anyway and was facing court action if he didn't take it down. Since the story made national TV, the neighborhood association has rethought its position and agreed to indulge this old hero who dwells among them.

"In the time I have left, I plan to continue to fly the American flag without interference," Barfoot told *The Associated Press*. As well he should.

And if any of his neighbors still takes a notion to contest him, they might want to read his Medal of Honor citation. It indicates he's not real good at backing down.

Van T. Barfoot's Medal of Honor citation:

This 1944 Medal of Honor citation, listed with the National Medal of Honor Society, is for Second Lieutenant Van T. Barfoot, 157th Infantry, 45th Infantry:

For conspicuous gallantry and intrepidity at the risk of life above and beyond the call of duty on 23 May 1944, near Carano, Italy. With his platoon heavily engaged during an assault against forces well entrenched on commanding ground, Sgt. Barfoot moved off alone upon the enemy left flank. He crawled to the proximity of 1 machinegun nest and made a direct hit on it with a hand grenade, killing 2 and wounding 3 Germans. He continued along the German defense line to another machinegun emplacement, and with his tommygun killed 2 and captured 3 soldiers. Members of another enemy machinegun crew then abandoned their position and gave themselves up to Sgt. Barfoot. Leaving the prisoners for his support squad to pick up, he proceeded to mop up positions in the immediate area, capturing more prisoners and bringing his total count to 17. Later that day, after he had reorganized his men and consolidated the newly captured ground, the enemy launched a fierce armored counterattack directly at his platoon positions. Securing a bazooka, Sgt. Barfoot took up an exposed position directly in front of 3 advancing Mark VI tanks. From a distance of 75 yards his first shot destroyed the track of the leading tank, effectively disabling it, while the other 2 changed direction toward the flank. As the crew of the disabled tank dismounted, Sgt. Barfoot killed 3 of them with his tommygun. He continued onward into enemy terrain and destroyed a recently abandoned German fieldpiece with a demolition charge placed in the breach. While returning to his platoon position, Sgt. Barfoot, though greatly fatigued by his Herculean efforts, assisted 2 of his seriously wounded men 1,700 yards to a position of safety. Sgt. Barfoot's extraordinary heroism, demonstration of magnificent valor, and aggressive determination in the face of point blank fire are a perpetual inspiration to his fellow soldiers.



Sgt. Van Barfoot (right) wearing his Medal of Honor.