

Flight Line

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

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© Photo by Dan Newcomb

PBJ's left wing before "The Hanging." See pg. 4

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Col. Steve Barber, Jr., our "Host Extraordinaire," the Wing's Hangar Events Manager. He has added to our Wing's coffers with his stellar special rentals of our Museum Hangar. See page 3 for his story.

Wing Staff Meeting, Saturday, April 21, 2012 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 2012

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

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Safety Officer	* Shari Heitkotter	(559) 285-0430	planejanex15@gmail.com	On a Wing and a Prayer 8
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* Denotes Staff Position

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Steve Barber, Jr.: Wing's Hangar Event Manager Extraordinaire

by Dave Flood

Steve Barber, Jr. has been around our Wing's hangars for a long time, ever since his dad, Steve, Sr. (our Wing Leader) became involved with CAF.

As a small boy, Steve spent Saturdays with his dad at CAF-SoCAWing, and became a Cadet at the age of 13. He remembers working with many volunteer members during those days, members who are still with us today.

After high school, Steve joined the U.S. Marine Corps, and spent four happy years in the Corps, being honorably discharged in November, 2000.

He then went to college, while at the same time learning the financial advisory business working part-time in his father's firm.

Steve passed the Financial Advisor licensing exam in 2004, and began working full-time in tandem with Steve, Sr. He is currently a Financial Advisor with Stifel Nicolaus, and works in a team with his dad in the Westlake Village office.

His first involvement with our Wing was in 2006. In 2008, he volunteered to take on the position of "Hangar Events Manager," with the intent of helping to add some "horsepower" to the income being generated from renting out our Museum Hangar to various groups – for weddings, meetings, memorial services, and special gatherings.

To Steve, "it has been a tremendous task, and extremely rewarding at the same time." "In 2008," according to Steve, "our average income from Museum Hangar rentals was roughly \$5,000 annually."

"We as a Wing have dramatically improved that figure to help compensate for the dramatic increase in the cost of operations that our growing Wing has experienced in the last four years."

"We have organized from our volunteer platform organization to assemble quarterly events that stress public involvement from all types of communities in Ventura County."

"We have cooperated with the "Wings Over Camarillo" Committee and the Camarillo Airport Authority in a 'cross-pollination' effort – putting on a very successful 'Wartime Radio' Dance Party during the annual 'Wings Over Camarillo' Air Show – for the third year coming up following the **August 18, 2012** air show."

"We will also be holding our 3rd annual 'Octoberfest' on Saturday & Sunday, **October 6 & 7, 2012.**"

"Our CAF-SoCAWing Ghost Squadron Hallowe'en Party – also our third annual – will be held on **Saturday, October**

27. It has become a very popular event for local ghouls and vampires (all over 18 years of age)."

"And last, but certainly not least – we will be putting on our 2nd annual 'Wine and Props' wine-tasting gala on a yet-to-be-determined date."

"We're still hoping to stage a Wing Golf Tournament soon."

"It has been a goal of mine from the beginning that we as a Wing could grow with our many talented members, and have a great deal of fun at the same time – while generating an impressive amount of revenue for the Wing."

"My position has paid the largest dividend to me by allowing me to meet my wife, the mother of my two boys, back in 2009. I am forever grateful to this organization and will forever strive to make an effort to improve our position – as well to grow individually as a proud father, husband, and fortunate son of my father, Steve, Sr."

Steve is married to Holly, and they have two sons – Luke (19 months) and Jake (7 months).

Many thanks, Steve, for all you do!



© Photo Courtesy Steve Barber, Jr.

Here's Steve, holding Luke, who is now 19 months old, and Holly, who is holding their newest boy, Jake, now 7 months old. Looks like Steve is very busy with his lovely family. You know the old saying, "When you want a job done well, give it to the busiest guy."

PBJ “Semper Fi’s” “Hangin’ Day”

by Dan Newcomb

I’m really starting to love this airplane! She is magnetic! I will never forget standing on the wing on Thursday, March 8, 2012, and looking down and seeing all of the happy smiling faces. After so many years of not allowing myself to get overly attached to a project - that at times I had doubts I would ever see completed, I was basking in the glory of finally putting the last major piece of a decades-long puzzle together. What an airplane! But more than that, what a crew!

Many of us have been together for years, but we also have relatively new folks on the crew, and they seem to fit right in. That’s because of our attitude, or maybe - best put - our lack of one. We don’t have chips on our shoulders. The more the merrier.

We welcome serious help where we find it, and we’ll help you if you need it. We have spent years scrapping for solutions to problems that many thought impossible to solve – and, after years of problem-solving and feeling like a stepchild shoved in the back of the hangar, our crew developed a bond and a team spirit second to none.

We believed when others didn’t. Now I am starting to see others believing, others seeing the potential, others seeing the value of the PBJ to the Wing. That big bomber in the hangar can no longer be ignored.

What a great day!

When I started work on the PBJ, Jeff Birdt’s son Chris was nine years old. On page 5 is a picture of Chris taken a short time ago in Afghanistan as he protects the fellow Marine in front of him who is sweeping for mines. Our airplane isn’t the only thing that has changed over the last few years! Semper Fi - Chris!

Something very special occurred at the wing hanging. Now I have been photographed many times before as I worked on the PBJ, but last Thursday was the first time that anybody did an oil painting of others and me as we attached the PBJ’s left wing for the last time.

Good friend of many years and fellow Wing member Thomas Van Stein graciously volunteered to memorialize the event. Thomas is, in my view, an exceptionally fine artist, and if you visit Casa Newcomb in glorious Bakersfield you will note his paintings adorn my home. If you have ever considered acquiring or commissioning a fine art painting that believe me brings incredible beauty into your home and your life, you need to see what this man does.

I have included a couple of his works in low resolution and they don’t give them justice (see page 5), but you must check out his website: <http://www.thomasvanstein.net>. Check out the “Tangents” page for aviation-related works.



© Photo courtesy Dan Newcomb

Here’s the PBJ Restoration Crew, plus some recruits, starting to move the left wing into position for the attaching of the “hangin’ board.”



© Photo courtesy Dan Newcomb

With the crane attached to the “hangin’ board,” Dan Newcomb gently eases the attach angles together from above, while John Syrdahl gives the attaching process the old “eagle eye” from below the wing.



© Photo courtesy of Dan Newcomb

Ta Da! There she is, ladies & gents, the PBJ’s left wing attached for the final time (175+ bolts). Hallelujah!

Wing Photo Page I



© Photo by |Dave Flood

Col. Ceci Stratford tightening the last bolt on the PBJ's left wing on March 8. Dick Russell had remembered that Ceci was the one to take the last bolt off the wing when it was removed many years ago.



© U.S. Marine Corps Photo

Chris Birdt, Jeff's son (left), standing guard over his fellow Marine who is scanning for I.E.D.s in Afghanistan. Keep Chris in your prayers.



© Photo by Dave Flood

Aviation Museum's new Tuskegee Airmen Exhibit. This material was in a display in the theater lobby when the movie "Red Tails" was playing.



© Photo by Dave Flood

Col. Thomas Van Stein creating a painting of the PBJ's left wing "hanging". Thomas is a very accomplished painter, and is also a member of our PBJ Restoration Team.



Thomas's painting of AVG pilots shooting down a Zero over Kweilin, China in WWII. This painting hangs in our Aviation Museum.



Thomas's "fantasy" painting of our C-46 Commando "China Doll" flying "Over The Hump" (Himalayas) carrying needed war materials to Chinese troops in Kunming, China from a base in India. You can also find this painting in our Aviation Museum.

Wright R-3350 Duplex-Cyclone Engine

From Wikipedia

The **Wright R-3350 Duplex-Cyclone** was one of the most powerful [radial aircraft engines](#) produced in the [United States](#). It was a twin row, [supercharged](#), air-cooled, radial engine with 18 cylinders. Power ranged from 2,200 to over 3,700 hp (1,640 to 2,760 kW), depending on the model. First developed prior to [World War II](#), the R-3350's design required a long time to mature before finally being used to power the [Boeing B-29 Superfortress](#). After the war, the engine had matured sufficiently to become a major civilian airliner design, notably in its [Turbo-Compound](#) forms. The engine is now commonly used on the [Hawker Sea Fury](#) and [Grumman F8F Bearcat](#) Unlimited Class Racers at the [Reno Air Races](#).

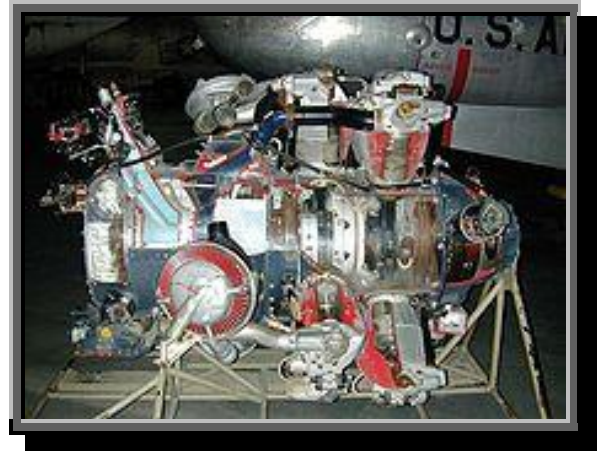
Design and development

In 1927, [Wright Aeronautical](#) introduced its famous "Cyclone" engine, which powered a number of designs in the 1930s. After merging with Curtiss to become [Curtiss-Wright](#) in 1929, an effort was started to redesign the engine to the 1,000 hp (750 kW) class. The new [Wright R-1820 Cyclone 9](#) first ran successfully in 1935, and would become one of the most-used aircraft engines in the 1930s and World War II.

At about the same time, [Pratt & Whitney](#) had started a development of their equally famous [Wasp](#) design into a larger and much more powerful two-row design that would easily compete with this larger Cyclone. In 1935 Wright decided to follow P&W's lead, and started to develop much larger engines based on the mechanicals of the Cyclone. The result were two designs with a somewhat shorter stroke, a 14-cylinder design that would evolve into the [Wright R-2600](#), and a much larger 18-cylinder design that became the R-3350. An even larger 22-cylinder version, the R-4090, was experimented with as a competitor to the P&W [R-4360](#), but was not produced.

The first R-3350 was run in May 1937. Continued development was slow, both due to the complex nature of the engine, as well as the R-2600 receiving considerably more attention. The R-3350 didn't fly until 1941, after the prototype [Douglas XB-19](#) had been re-designed from the [Allison V-3420](#) to the R-3350.

Things changed dramatically in 1940 with the introduction of a new contract by the [USAAC](#) to develop a long-range bomber capable of flying from the US to Germany with a 2,000 lb (900 kg) bomb load. Although smaller than the Bomber D designs that led to the B-19, the new designs required roughly the same amount of power. When preliminary designs were returned in the summer of 1940, three of the four designs were based on the R-3350. Suddenly the engine was seen as the future of Army aviation, and serious efforts to get the design into production started.



Wright R-3350 Turbo-Compound radial engine. Two exhaust recovery turbines shown outside impeller casing area (top (silver) and lower (red blading)) that are geared to the crankshaft through a fluid coupling.

By 1943 the ultimate development of the new bomber program, the Boeing B-29 Superfortress, was flying. However the engines remained temperamental, and showed an alarming tendency of the rear cylinders to overheat, partially due to minimal clearance between the cylinder baffles and the cowl. A number of changes were introduced into the aircraft production line in order to provide more cooling at low speeds, with the aircraft rushed into operational use in the Pacific in 1944. This proved unwise, as the early B-29 tactics of maximum weights combined with high temperature airfields produced overheating problems that were not completely solved, and the engines had a tendency to swallow their own valves. Because of a high [magnesium](#) content in the crankcase alloy, the resulting engine fires were often so intense the main [spar](#) could burn through in seconds, resulting in catastrophic wing failure.^[1]

Early versions of the R-3350 were equipped with carburetors, though the poorly designed elbow entrance to the supercharger led to serious problems with inconsistent fuel/air distribution. Near the end of World War II, the system was changed to use [direct injection](#) where fuel was injected directly into the combustion chamber. This change improved engine reliability.

After the war the engine was redesigned, and became a favorite for large aircraft, notably the [Lockheed Constellation](#) and [Douglas DC-7](#). Following the war, to better serve the civilian market, the [Turbo-Compound](#)^[2] system was developed to deliver better fuel efficiency and thus economy. In these versions, three power recovery [turbines](#) (PRT) were inserted into the exhaust piping of each group of six cylinders and geared to the engine crankshaft by [fluid couplings](#) to deliver more power. The PRTs recovered about 20 percent of the exhaust energy (around 500 hp) that would have otherwise been wasted, but reduced engine reliability. Many aircraft mechanics of the day, nicknamed them "Parts Recovery Turbines" (and worse).

By this point, reliability had improved with the [mean time between overhauls](#) at 3,500 hours and [specific fuel consumption](#) in the order of 0.4 lb/hp/hour (243 g/kWh, giving it a 34% fuel efficiency). Engines still in use are now limited to 52 [inches of mercury](#) (1,800 hPa) [manifold pressure](#), being 2,880 hp with 100/130 octane fuel (or 100LL) instead of the 59.5 inHg (2,010 hPa) and 3,400 HP possible with 115/145, or better, octane fuels, which are no longer available.

Several of the air racers at the [Reno Air Races](#) are powered by R-3350s. Modifications on one, [Rare Bear](#), include a nose case designed for a slow-turning prop, taken from a R-3350 used on the [Lockheed L-1649 Starliner](#), mated to the power section (crankcase, crank, pistons, and cylinders) taken from a R-3350 used on the [Douglas DC-7](#). The supercharger is taken from a R-3350 used on the [Lockheed EC-121](#) and the engine is fitted with [Nitrous Oxide](#) injection. Normal rated power of a stock R-3350 is 2,800 horsepower at 2,600 rpm and 45 inches of manifold pressure. With these modifications, Rare Bear's engine produces 4,000 horsepower at 3,200 rpm and 80 inches of manifold pressure and 4,500 horsepower with Nitrous Oxide injection.^[9]

Applications

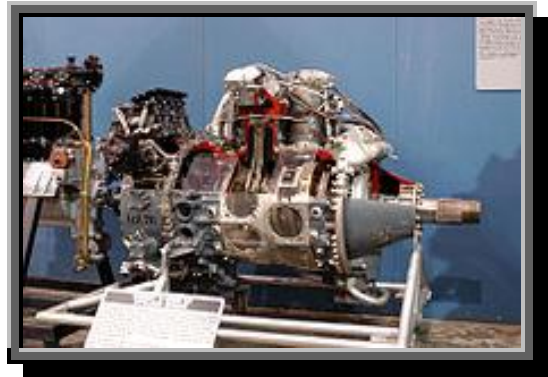


✂ Wright R-3350 Turbo-Compound radial engine fitted at the Number Four position on the starboard wing of a Lockheed Super Constellation

- [Boeing B-29 Superfortress](#)
- [Boeing XC-97 Stratofreighter](#)
- [Boeing XPBB Sea Ranger](#)
- [Consolidated B-32 Dominator](#)
- [Douglas A-1 Skyraider](#)
- [Douglas DC-7](#)
- [Douglas XB-31](#)
- [Fairchild C-119 Flying Boxcar](#)
- [Fairchild AC-119](#)
- [Lockheed Constellation](#)
- [Lockheed L-049 Constellation](#)
- [Lockheed C-69 Constellation](#)
- [Lockheed L-649 Constellation](#)
- [Lockheed L-749 Constellation](#)
- [Lockheed L-1049 Super Constellation](#)
- [Lockheed C-121 Constellation](#)
- [Lockheed R7V-1 Constellation](#)
- [Lockheed EC-121 Warning Star](#)

- [Martin JRM Mars](#)
- [Martin P5M Marlin](#)

Specifications (R-3350-C18-BA)



✂ A Wright R-3350 radial engine, showing, R to L, propeller shaft, reduction gearcase, magneto (silver) with wiring, two cylinders (rear with connecting rod), impellor casing (and induction pipe outlets) and injection carburetor (black); separate accessory gearbox at extreme left

Data from Jane's.

General characteristics

- **Type:** Twin-row 18-cylinder [radial engine](#)
- **Bore:** 6.125 in (155.6 mm)
- **Stroke:** 6.312 in (160.2 mm)
- **Displacement:** 3,347 in³ (54.86 L)
- **Length:** 76.26 in (1,930 mm)
- **Diameter:** 55.78 in (1,420 mm)
- **Dry weight:** 2,670 lb (1,212 kg)
- **Components**
- **Valvetrain:** Pushrod, two valves per cylinder
- **Supercharger:** Two-speed single-stage
- **Fuel system:** Chandler-Evans downdraft carburetor
- **Fuel type:** 100/130
- **Oil system:** Dry sump
- **Cooling system:** Air-cooled
- **Performance**
- **Power output:** 2,200 hp at 2,800 rpm (takeoff power)
- **Specific power:** 0.66 hp/in³
- **Compression ratio:** 6.85:1
- **Power-to-weight ratio:** 0.82 hp/lb

Joe Peppito and Jim Stirone have acquired a Wright R-3350-93 Duplex-Cyclone engine for use in their "Radial Engine Class." It was donated to our Wing by Bob Mahan, of Taylor's Steel and Welding of Oxnard, through the services of Col. Lloyd McAfee. Many thanks to Bob and to Lloyd for this acquisition. It will be of invaluable help to our Cadets and Members in their study of radial engines. Copy and paste the link below to see a video of a cutaway R-3350 in operation.

<http://engineanimation.info/?p=1409>

On A Wing and a Prayer

By Allen Ostrom

They could hear it before they could see it!

Not all that unusual in those days as the personnel at Station 131 gathered around the tower and scattered hardstands to await the return of the B-17s sent out earlier that morning.

First comes the far-off rumble and drone of the Cyclones. Then a speck on the East Anglia horizon. Soon a small cluster indicating the lead squadron. Finally, the group.

Then the counting. 1-2-3-4-5.....

But that would have been normal. Today was different! It was too early for the group to return.

"They're 20 minutes early. Can't be the 398th."

They could hear it before they could see it! Something was coming home. But what?

All eyes turned toward the northeast, aligning with the main runway, each ground guy and stood-down airman straining to make out this "wail of a Banshee," as one called it.

Not like a single B-17 with its characteristic deep roar of the engines blended with four thrashing propellers. This was a howl! Like a powerful wind blowing into a huge whistle.

Then it came into view. It WAS a B-17!

Low and pointing her nose at the 6,000 foot runway, it appeared for all the world to be crawling toward the Earth, screaming in protest.

No need for the red flares. All who saw this Fort knew there was death aboard.

"Look at that nose!" they said as all eyes stared in amazement as this single, shattered remnant of a once beautiful airplane glided in for an unrealistic "hot" landing. She took all the runway as the "Banshee" noise finally abated, and came to an inglorious stop in the mud just beyond the concrete runway.

Men and machines raced to the now silent and lonely aircraft. The ambulance and medical staff were there first. The fire truck....ground and air personnel.....jeeps, truck, bikes.....

Out came one of the crew members from the waist door, then another. Strangely quiet. The scene was almost weird. Men stood by as if in shock, not knowing whether to sing or cry.

Either would have been acceptable.

The medics quietly made their way to the nose by way of the waist door as the remainder of the crew began exiting. And to answer the obvious question, "what happened?"

"What happened?" was easy to see. The nose was a scene of utter destruction. It was as though some giant aerial can opener had peeled the nose like an orange, relocating shreds of metal, Plexiglas, wires and tubes onto the cockpit windshield and even up to the top turret. The left cheek gun hung limp, like a broken arm.



One man pointed to the crease in the chin turret. No mistaking that mark! A German 88 anti-aircraft shell had exploded in the lap of the togglier.

This would be George Abbott of Mt. Lebanon, PA. He had been a waist gunner before training to take over the bombardier's role.

Still in the cockpit, physically and emotionally exhausted, were pilot Larry deLancey and co-pilot Phil Stahlman.

Navigator Ray LeDoux finally tapped deLancey on the shoulder and suggested they get out. Engineer turret gunner Ben Ruckel already had made his way to the waist and was exiting along with radio operator Wendell Reed, ball turret gunner Al Albro, waist gunner Russell Lachman and tail gunner Herbert Guild.

Stahlman was flying his last scheduled mission as a replacement for regular co-pilot, Grady Cumbie. The latter had been hospitalized the day before with an ear problem. Lachman was also a "sub," filling in for Abbott in the waist.

DeLancey made it as far as the end of the runway, where he sat down with knees drawn up, arms crossed and head down. The ordeal was over, and now the drama was beginning a mental re-play.

Then a strange scene took place.

Group CO Col. Frank P. Hunter had arrived, after viewing the landing from the tower, and was about to approach

On A Wing and a Prayer, continued...

deLancey. He was physically restrained by flight surgeon Dr. Robert Sweet.

"Colonel, that young man doesn't want to talk now. When he is ready you can talk to him, but for now - leave him alone."

Sweet handed pills out to each crew member and told them to go to their huts and sleep.

No dramatics, no cameras, no interviews. The crew would depart the next day for "flak leave" to shake off the stress and then be expected back early in November. (Just in time to resume "normal" activities on a mission to Merseburg!)

+++++

Mission No. 98 from Nuthampstead had begun at 0400 that morning of October 5, 1944. It would be Cologne (again), led by CA pilots Robert Templeman of the 602nd, Frank Schofield of the 601st and Charles Hourie of the 603rd.

Tragedy and death appeared quickly and early that day. Templeman and pilot Bill Scott got the 602nd off at the scheduled 0630 hour, but at approximately 0645 Khouri and pilot Bill Meyran and their entire crew crashed on takeoff in the town of Anstey. All were killed. Schofield and Harold Stallcup followed successfully with the 601st, with deLancey flying on their left wing in the lead element.

The ride to the target was routine, until the flak started becoming "unroutinely" accurate.

"We were going through heavy flak on the bomb run," remembered deLancey.

"I felt the plane begin to lift as the bombs were dropped, then all of a sudden we were rocked by a violent explosion. My first thought - 'a bomb exploded in the bomb bay' - was immediately discarded as the top of the nose section peeled back over the cockpit blocking the forward view."



"It seemed like the whole world exploded in front of us," added Stahlman. "The instrument panel all but disintegrated and layers of quilted batting exploded in a million pieces. It was like a momentary snowstorm in the cockpit."

It had been a direct hit in the nose. Killed instantly was the toggler, Abbott. Navigator LeDoux, only three feet behind Abbott, was knocked unconscious for a moment, but was miraculously still alive.

Although stunned and bleeding, LeDoux made his way to the cockpit to find the two pilots struggling to maintain control of an airplane that by all rights should have been in its death plunge. LeDoux said there was nothing anyone could do for Abbott, while Ruckel opened the door to the bomb bay and signaled to the four crewmen in the radio room that all was OK - for the time being.

The blast had torn away the top and much of the sides of the nose. Depositing enough of the metal on the windshield to make it difficult for either of the pilots to see.

"The instrument panel was torn loose and all the flight instruments were inoperative with the exception of the magnetic compass mounted in the panel above the windshield. And its accuracy was questionable. The radio and intercom were gone, the oxygen lines broken, and there was a ruptured hydraulic line under my rudder pedals," said deLancey.

All this complicated by the sub-zero temperature at 27,000 feet blasting into the cockpit.

"It was apparent that the damage was severe enough that we could not continue to fly in formation or at high altitude. My first concern was to avoid the other aircraft in the formation, and to get clear of the other planes in case we had to bail out. We eased out of formation, and at the same time removed our oxygen masks as they were collapsing on our faces, as the tanks were empty."

At this point the formation continued on its prescribed course for home - a long, slow turn southeast of Cologne and finally westward.

DeLancey and Stahlman turned left, descending rapidly and hoping, they were heading west. (And also, not into the gun sights of German fighters.) Without maps and navigation aids, they had difficulty getting a fix. By this time they were down to 2,000 feet.

"We finally agreed that we were over Belgium and were flying in a southwesterly direction," said the pilot.

"About this time a pair of P-51's showed up and flew a loose formation on us across Belgium. I often wondered what they thought as they looked at the mess up front."

"We hit the coast right along the Belgium-Holland border, a bit farther north than we had estimated. Ray said we were

On A Wing and a Prayer, continued...

just south of Walcheren Island, still in an area of ground fighting, the plane received some small arms fire. This gesture was returned in kind by Albro, shooting from one of the waist guns.

"We might have tried for one of the airfields in France, but having no maps, this also was questionable. Besides, the controls and engines seemed to be OK, so I made the decision to try for home."

"Once over England, LeDoux soon picked up landmarks and gave me course corrections taking us directly to Nuthampstead. It was just a great bit of navigation. Ray just stood there on the flight deck and gave us the headings from memory."

Nearing the field, Stahlman let the landing gear down. That was an assurance. But a check of the hydraulic pump sent another spray of oil to the cockpit floor. Probably no brakes!

Nevertheless, a flare from Ruckel's pistol had to announce the "ready or not" landing. No "downwind leg" and "final approach" this time. Straight in!

"The landing was strictly by guess and feel," said DeLancey. "Without instruments, I suspect I came in a little hot. Also, I had to lean to the left to see straight ahead. The landing was satisfactory, and I had sufficient braking to slow the plane down some. However, as I neared the taxiway, I could feel the brakes getting 'soft'. I felt that losing control and blocking the taxiway would cause more problems than leaving the plane at the end of the runway."

That consideration was for the rest of the group. Soon three squadrons of B-17's would be returning, and they didn't need a derelict airplane blocking the way to their respective hardstands.

Stahlman, supremely thankful that his career with the 398th had come to an end, soon returned home and in due course became a captain with Eastern Airlines. Retired in 1984, Stahlman said his final Eastern flight "was a bit more routine" than the one 40 years before.

DeLancey and LeDoux received decorations on December 11, 1944 for their parts in the October 15 drama. DeLancey was awarded the Silver Star for his "miraculous feat of flying skill and ability" on behalf of General Doolittle, CO of the Eighth Air Force. LeDoux for his "extraordinary navigation skill," received the Distinguished Flying Cross.

Editor's Note: thanks to Casey de Bree for this story.

My "2-Week Retirement"

by Dave Flood

Well, since no one has come forward to say that they will take over my reins at the "Flight Line" editor's desk – it looks like I've got a "lifetime assignment."

I had other things that I thought I should take care of – but the thought of leaving the editor's chair was not one I cherished.

So...for better or for worse, in sickness and in health, till death do us part – I'll be putting together the "Flight Line" pages – and, hopefully, Casey will be right alongside me publishing the newsletter.

One bright note out of this entire episode: we have lined up a cadre of new reporters who will be sending us reports, articles and photos on many different aspects of life in our Wing. They include: Avery Willis, John Knopp, Greg Mead, Cliff Brown, Jennifer Bauman, Sheryl O'Neil, Paul Willett, Ron Fleishman, and Dan Newcomb. If any other members or friends would like to contribute articles, reports and/or photos about our Wing, please contact me and we'll put you on the staff. We offer the usual six-figure salary (all zeros), with benefits (lots of satisfaction). and recognition (credit for your article or photo in "Flight Line").

Wing Air Show Schedule: 2012

by David Spence, Air Show Coordinator

March 30, 31	Riverside Airport	Bearcat, Hellcat
April 20-27	Film Shoot, Chino	Hellcat & 3 Zeros
May 4-6	Chino Planes Of Fame	Hellcat, Bearcat, Spitfire, Zero
June 1-3	Gillespie Field, SD, CA	Bearcat, Zero
Aug 25,26	Santa Maria, CA	Hellcat, Zero

If you would like to attend any of these shows (excluding the film shoot) and participate in helping at the air show for our Wing, please get in touch with David Spence at davidspence5@sbcglobal.net or (818) 400-4834.



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© Photo by Eric Van Gilder

Hellcat and Zero in dogfight mode at an air show.

Our New P-38 Exhibit

by Avery Willis

The 474th Fighter Group Association members and relatives were guests of the CAF-SoCAWing at the "Wings Over Camarillo" Air Show in August, 2011. A great thrill for these WWII veteran pilots was to witness two Lockheed P-38 Lightnings, the plane that they flew against the Luftwaffe over France in WWII - fly across the Camarillo Airport runway in formation. This fly-by brought tears to the eyes of the nineteen veterans and their families.

To say "Thank you" to our Wing for hosting them at the air show, they donated a special painting done by the aviation artist Steve Tack. It depicted an attack by the 430th squadron of the 474th F.G. against the German command building during the Battle of the Bulge, January 1, 1944.

In our research, we learned that the last stateside base the 430th Fighter Squadron trained on before deploying to Europe was the Oxnard Air Strip, which later became Oxnard Air Force Base – and which is now Camarillo Airport, home of the CAF-SoCAWing. We also learned that the P-38s that had a mid-air collision over Camarillo in 1944 were both from the 430th. One of the P-38s went down in a lemon orchard that is now the Albertson Shopping Center in Camarillo, and the other hit the hill just above Mission Drive in Camarillo. Part of one of the Allison engines from the latter plane has been on exhibit in our Aviation Museum for several years. Both pilots had parachuted to safety. They were not court-martialed at the time, because they were just days from being shipped to the European Theater.

Our new Museum Display Manager, Charlie Carr, who is also an aviation artist and a master model builder, decided it was time to use this exhibit to honor all the men who flew P-38s and their ground crews. He also wanted to pay special recognition to the 430th Fighter Squadron of the 474th F.G., which had trained at our air base.



© Photo by Dave Flood

Charlie Carr, Jr.'s P-38 Display, with new model on right and renovated model on left.

Charlie is building the exhibit around the P-38's Allison engine that we pulled out of the hill above Camarillo in 2006. He has made a new P-38 model (1:18 scale) to match the other P-38 model which has been part of the display for some time. He has renovated the old model and painted it in olive drab to honor all of the P-38 crews, and has painted the new model in the colors of an actual P-38 that flew with the 430th F.S. in the ETO. That model has the squadron's white circle on the tail, and the special Walt Disney artwork on the nose.

To create the nose art, Charlie used a color photo of the Disney art, scaled it to size, and turned it into a decal to apply to the model's nose. The finished models look great, and Charlie added a photo of all the 430th Fighter Squadron pilots of the display, plus an enlargement of the special Disney nose art.



© Photo by Avery Willis

Col. Charles Carr, Jr. with 430th F.S. Logo

When Steve Tack's painting has been framed, it will be added to the exhibit, along with a short description of the 474th F.G.'s attack on the German command post.

Charlie has done a marvelous job in dedicating this exhibit to the pilots and ground crew personnel who helped win World War II by flying and maintaining the Lockheed P-38 against the Luftwaffe in Europe and against the Japanese in the Pacific.

As President of the 474th Fighter Group Association, I want to say a special "Thank You!" to Charlie Carr, Jr. and the Southern California Wing of the CAF for building this excellent P-38 exhibit. Also, as a CAF-SoCAWing Docent, I will enjoy showing our guests this special exhibit as they tour our Aviation Museum and see our flying WWII aircraft.



© Photo by Avery Willis

Close-up of 430th F.S. Logo on P-38 Model,

Wing Photo Page II



© Photo by Dave Flood

The Wright R-3350-93 engine, donated by Bob Mahan of Taylor's Steel & Welding, Oxnard. Lloyd McAfee has welded together a large dolly for this engine. This engine will eventually be taken apart, painted and put back together by our Cadet Radial Engine Class, to be displayed in our Aviation Museum.



© Photo by Dave Flood

The newly-overhauled Hellcat engine with partial cowling and prop attached.



© Photo by Dave Flood

Bearcat and Hellcat receiving last-minute maintenance before taking off for Yuma to appear in the Marine Corps Base Air Show, March 17 & 18.



© Photo by Dave Flood

Ken Gottschall, our Maintenance Officer, testing the Hellcat's engine before o.k.ing it to fly to Yuma.



© Photo by Dave Flood

Steve Barber in the Hellcat and Ken Gottschall in the Mustang revving up before taxiing out to the runway to commence their flight to Yuma. Steve McCartney road "shotgun" in the Mustang.



© Photo by Dave Flood

P-51D Mustang on the taxiway, with Ken Gottschall in the pilot's seat and Steve McCartney in the rear seat. Steve reported Yuma as a very good show for us.

Wing Photo Page III



© Photo by Dave Flood

Students at Beacon Hill Classical Academy, Camarillo, along with their principal and teachers. Casey de Bree and Dave Flood made a power-point presentation at the school prior to a visit by the students to our Aviation Museum on March 22.



© Photo by Sheryl O'Neil

Col. Charlie Carr showing students from Oxnard the hanging of the left wing on the PBJ.



© Photo by Dave Flood

Col. John Knopp with Oxnard students taking turns in the Navion cockpit.



© Photo by Dave Flood

Col. Scott Drosos makes that final turn on the bolt tightener, while Col. John Syrdahl holds onto the nut for dear life below the wing. The PBJ Restoration Crew got the left wing on in record time – but who's counting?



© Photo by Sheryl O'Neil

Cols. Tom Wilson, Jerry Burkardt and John Syrdahl apply the many nuts to the bolts before the "grand tightening" process begins.



© Photo by Sheryl O'Neil

The PBJ Crew, with expert supervision by Ron Fleishman, lifting off the top turret. Paul Gnitke, who did such a great job renovating the B-17 ball turret, will be working his magic on this one.

LEND A HELPING HAND

By Clifford Brown

Recently I sat in on a meeting with Dave Flood, the editor of the Wing's newsletter, "Flight Line," who, after many years of service, was planning to retire. He had asked for someone to step forward and take over his position. No one has answered the call. During the meeting we discussed a wide range of options. Could we reduce the number of pages to lighten the production load and reduce cost? What about content? Should non-CAF articles be included? In the digital age is a newsletter even relevant? Could a professionally produced website which we can hardly afford take over the roll of the newsletter? Could we get help from interns from the journalism departments from the local colleges? Will enough members step forward to write articles so that the editor could be really an editor and not have to do any writing? A few members have offered occasional articles, but not enough. A newsletter is just that, news. It constantly needs relevant news about the Wing. It takes effort to write those articles you love to read and not many members are willing to do that. **We need your help.**

Bottom line is: the Wing needs more committed help in the behind-the-scenes work that makes the Wing a viable functioning organization and the newsletter is just one of those areas that needs help. The goal of the CAF is to "...establish an organization to operate, maintain and preserve our WWII aircraft in flying condition..." Few pilots would turn down a chance to fly the premier aircraft of WWII, the P-51, a Zero, a Hellcat or Spitfire. And there's not a shade tree mechanic alive that wouldn't jump at the chance to work on a Spitfire and its Merlin. And it's almost for free. But, it takes more than pilots and A & P mechanics to make what we do happen. **We need your help.**

When you join the Wing and pay your dues, why should you contribute beyond that? When dues dollars get spent on the nuts and bolts behind-the-scene stuff, there is less to spend on the toys we all like to play with i.e. like engine stuff. **We need your help.**

The Wing has had to look long and hard for help with the many behind-the-scenes jobs that make things work.

The Museum needs help in the organizing and managing our research library; in the receiving-cataloging-storage of donated items; docents are needed at the front desk to receive donations and sell gift shop items, helping with tour groups; a crew is needed to set up and clean up after hangar rentals often late at night, keeping the people barriers in place, and doing all the housekeeping tasks. **We need your help.**

In the Maintenance Hangar there are always tugs, jacks and forklifts that need servicing, rags to pickup, oil spills to wipe up, tools to put away, work benches to clean off and

FOD on the ramp to pick up. Keeping the hangar a safe work place is almost a full time job. **We need your help.**

There are a multitude of administrative tasks that could use your help. Helping with the aircraft rides, liaison with the CMA airshow, tallying volunteer hours for HQ reports, representing the Wing at local civic events, recruiting new members, mentoring existing members, helping with the Cadet program, keeping the various bulletin boards up to date, assisting with hangar rental coordination, maintaining the Wing's web sites, running for a Wing Staff position, helping with the fund raising program, coming to the hangar early on Saturday to make coffee, doing the "household" shopping for coffee and cleaning supplies... and the list goes on. **We need your help.**

The IRS allows you deductions on your taxes for travel cost to and from where you provide volunteer services, and, in some cases, the cost of meals.

Do you have some suppressed talented inner child trying to get out that you can redirect to help in the many jobs that make the Wing possible? We need your help. If you want to help the Wing continue to meet the CAF goals or are bored with just sitting around on Saturday in the hangar drinking coffee tell Steve Barber what your special interest or talents are and see how we can leverage your efforts to bolster the Wing. **We need your help.**

Editor Note: Clifford Brown is a Charter Member of the So. Cal. Wing. He served as Finance Officer from 1981 through 2006 and is a frequent contributor to "Flight Line."

Also: since this was written, Dave Flood has agreed to continue as editor of "Flight Line," with the assurance that a number of members will act as Contributing Reporters and Photographers – making the team writing and publishing our monthly newsletter much larger and more diversified. See the article on page 10 for more information.

“Wings Over Camarillo” Air Show

Mark your calendars for **August 18 & 19, 2012**. Those are the dates for this year's Camarillo Air Show.

The theme is "Promoting Youth In Aviation."

A highlight will be a visit to the air show by the U.S. A.A.C.'s 325th Fighter Squadron, the "Checkerboard Clan" during their 67th reunion. The 325th F.S. was a legendary unit flying P-40s, P-47s, and P-51s in the Mediterranean Theater. The air show committee hopes to have a representative of each of these aircraft at the show.

Performing will be Chuck Aaron in the Red Bull helicopter; John Collver in his SNJ; and Rob Harrison, the "Tumbling Bear." For more info, contact Avery Willis at: avery.willis@roadrunner.com or at 805-368-3404.