

Flight Line

The Official Publication of the CAF

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

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Visit us online at www.orgsites.com/ca/caf-socal



China Doll in Chinese Air Force livery over Long Beach, CA



Jerri Lyn Fleishman

December 12, 1946 – June 29, 2007

See Page Four for the “In Memoriam” to one of our Leading Ladies

**Wing Staff Meeting, Saturday, August 11, 2007 at 9:30 a.m. at the
CAF Museum Hangar, 455 Aviation Drive, Camarillo Airport**

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

August 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2 Work Day	3	4 Work Day
5	6	7 Work Day	8	9 Work Day	10	11 Work Day Staff Meeting 9:30 AM Wing BBQ 4:00 PM
12	13	14 Work Day	15 "VJ" Day	16 Work Day	17	18 Camarillo Air Show
19 Camarillo Air Show	20	21 Work Day	22	23 Work Day	24	25 Work Day
26	27	28 Work Day	29	30	31	

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Air Show Coord.	Bill O'Neill	(805) 495-4915	scwairshow@aol.com	Wing Air Show Schedule 10
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* Denotes Staff Position

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Ramblings

by Dan Newcomb

Once a week for over four years I have made a 250-mile round trip to Camarillo Airport to work on war birds. More than one person has asked me how in the hell I cope with the drive. Well many might say that I'm nuts and that would explain a lot, but I will offer other reasons that I find more to my liking.

The route I take is one of the prettiest and most historical drives in the state. About 40 minutes into my drive, I enter the Tejon Ranch. Pico, Fremont, and Beal all had interests in this ranch at one time or another. It is to this day a working ranch and the largest ranch in the state. I can't remember ever passing this way and not seeing cattle grazing. This ranch has been in existence since 1843 and consists of three Mexican land grants. The famous San Andreas Fault cuts a huge visible path through the pass. The hills that surround the area are tilted and have a distinct tortured look. Soon after I start my 4,000-foot climb I come upon the Tejon Ranch headquarters on the left and the Fort Tejon State Park on the right. This fort is famous for the camel experiment made by General Beal. The fort was established pre-civil war as a defense against raiding Indians in the valley below. Depending on the time of the year I may encounter rain, sleet, or snow - often on the same day. Occasionally, the pass is closed and I am stuck. In the spring I have been awed by the profusion of wild flowers.

A couple of miles further on - Charles Lindberg flew gliders from the hills east of Lebec in 1930. I can't drive through these hills at dawn without seeing his Albatross glider skimming the Gorman Hills. Lindy camped here for a week with his wife Anne Morrow Lindberg. She also flew. Lindberg wanted to experience pure flight and arranged to take lessons in the pass, which was known for its predictable winds. They thought that they could avoid reporters from Los Angeles but they made a mistake and had breakfast one morning at a restaurant near the highway. Somebody recognized him and soon the reporters showed up.

This route has been traversed for hundreds of years. The Spaniards called this road El Camino del Valle. The path ran from Los Angeles to Oakland. In the old rancho days you traveled the coast route, El Camino Real, or the inland route, El Camino del Valle. If you were a horse thief or a bandit or had any reason to avoid the soldiers on the coast you took the inland route. Famous outlaws like Vasquez and Murrieta knew this and preyed on many a traveler. One romantic tale is of two lovers who traveled this road by ox cart from Chile all the way to Monterey to avoid the senorita's father. As I continue my drive I pass a point where you can see the old Ridge Route to the left of the 5 and the road they built in 1933 on the right with its suicide lane still visible. The road they built in the thirties was three lanes with the center lane being the passing lane. After numerous head-on crashes, the center lane was turned into a median. One wonders at the intelligence of the road builders.

As I continue on I pass over the California Aqueduct that supplies the Los Angeles basin with water. Dropping down into the Santa Clarita Valley I drive through an area known for movie making that dates back to the silent era. Harry Carey, William Hart, Tom Mix, Gene Autry, John Wayne, Roy Rogers, and most of the other famous western cowboys made films here.

I turn onto the 126-west-bound and pass by the old Indian Dunes Airport where the TV series *Bah Bah Black Sheep* was filmed. The strip is long gone but the hangar remains. When this show was on TV I was getting my pilot's license and had occasion to see the Corsairs used in the show out at Chino. I wonder how many people traveling 126 know that in 1769 the Portola Expedition passed this way on their search for Monterey Bay? I can see the leather jacketed soldiers riding along the river bed, with the Indians and padres being trailed by the mules they would be forced to eat before they returned to San Diego. How many traveling this road today know or care that Fremont also traveled this way?

In this area you become aware of the Santa Clara River. In 1929, in the wee hours of the morning, the St. Francis dam broke, sending a wall of water down the river that traveled all the way to the ocean. Hundreds of people were killed as they slept. You can still see the erosion.

I drive by Rancho Camulos, which is part of an Old Spanish land grant and is still a privately owned and working ranch. Author Helen Hunt Jackson visited this site and used information she gathered there in writing her famous book *Ramona*. Written in the late 19th century, the book was so popular it is credited with a huge interest in the old romantic pastoral rancho days of the state. So many people traveled to Camulos to visit the "home of Ramona" that the railroad built a station across the road from the rancho.

On to Piru and then Fillmore, with its wonderful trains and turn of the century main street. I can't tell you how many times that I have seen movie crews on this road.

Further on to Santa Paula and her wonderful old airport that has been around since a couple of farmers built it after the dam broke in 1929. Several famous aviators have flown in over the years. Back in the 1930s a race was held from Los Angeles to Santa Paula and back, and the famous Pancho Barnes won it. Rumor has it Amelia Earhart visited.

When I pull into the hangar parking lot I can't forget that the very ground I park on is historical. CMA is the old Oxnard Air Force Base and was built during the cold war to launch fighters to intercept Russian bombers.

I think this might help to explain a little why the drive for me isn't that bad. The beauty of my drive through Ventura County would be enough but the history makes it even better.

In Memoriam

Jerri Lyn Fleishman

December 12, 1946 – June 29, 2007

By Ron Fleishman

Born in Sedalia, Missouri to Clay and Naomi Schroeder, Jerri grew up experiencing all the good things a small town could bestow. Her first school was a one-room school-house, and thanks to her grandfather, Errol, she learned to drive the farm truck before she had her license for her car. Active in school sports and music, she took advantage of small town living.

Upon graduation from Smith-Cotton High School, she decided on a career in nursing, and attended St. Luke's School of Nursing in Kansas City. During her medical career, she worked all the "tough" assignments: CCU, ICU, ER.

It was in Kansas City that she met and married husband Ron. They were married thirty-five years.

When Ron's job forced a move to Los Angeles, she went with him – amazed at the size of the freeways and the number of lines at the supermarkets. Jerri worked at several hospitals in the area, all the time going for the nursing jobs that demanded her skill, judgment and compassion. She became Shift Supervisor while working in Torrance, saying that she could really get things done when the administration went home. When the family moved to the San Fernando Valley, Jerri was offered another nursing supervision job, but opted instead to work again in the ER. Jerri worked in the hospital setting until 1989, when she became a Medical Paralegal, saying:

"Nurses were the only people who could read the doctors' writing and make it simple enough for a lawyer to understand."

In 1984, Ron and Jerri were blessed with a daughter, Sarah Ilene.

In 1976, Ron convinced Jerri to take a short vacation to southern Texas, to a place called Harlingen. He told her it was near the Gulf of Mexico, but Jerri knew the real reason and went along with Ron to see the old airplanes. This was the start of a thirty-year fascination with CAF. During this time, Jerri only missed two CAF AIRSHOs – once when she was hospitalized after bringing Sarah home, and again when she had her stroke in 1989.

The stroke slowed her down, but never stopped her.

Early on one of the trips to AIRSHO, Jerri discovered what she called the best job in Texas: driving the golf carts with water and Gatoraid to keep the mechanics and pilots at the air show from getting dehydrated in the hot Texas sun. Many an aircrew member, when being "macho" and refusing a drink, were told in no uncertain terms by Jerri, "It's easier to drink this than to have them haul your butt off in the ambulance." They usually took her advice. When the CAF changed their By-Laws, Jerri was one of the first of our Lady Colonels.

The last few years have not been kind to Jerri, health-wise, and her health declined. This past June, her body was too tired to continue, and she "went west."

She was one of a kind, and will be missed. Always there to help where and when she could, and a good listener with sound advice if it were needed, medical advice if it were required – always with a smile.

If she had any regrets, they would be that due to her stroke, she couldn't hold her grandson Gavyn on her lap with only one hand.

Special Memories of Jerri

by Pat Brown

I met Jerri at a meeting to announce the formation of the L.A. area CAF unit in February, 1981. It was held in Clay Lacy's hangar at Van Nuys Airport. Jerri was checking people in. At that time Jerri was an emergency room nurse at a hospital in the west San Fernando Valley. I started calling her with medical questions because she had the solutions.

During the first year of our Wing, Jerri played a major role in our women's group we called the "Halos" (since the non-member "Culpepper Angels" was for wives of CAF Colonels only). In 1982, six of us "Halos" decided to become some of the first women Colonels in the CAF. Jerri helped plan our first air show event at Van Nuys Airport in the summer of 1981. We sold our new *Yosemite Sam* t-shirts in our booth while our C-46 was in Conroe, Texas, and Jerri's husband Ron (our first Maintenance Officer) was getting the engines changed on the weekends that summer. She arranged for a fund-raising hot dog party on the Van Nuys Airport ramp for our members, while the men worked on the C-46 during the winter of 1981. She also arranged for us to use an empty storefront for a CAF rummage sale in the San Fernando Valley. Jerri was a real "go-getter."

Jerri and I sold t-shirts and PX items at the Van Nuys Air Show in the later 1980s when the C-46 got bent props on landing. The maintenance crew removed the props, and we called the plane "Propless." We sold items so fast we didn't have time to use a cash box. We stuffed bills into apron pockets, and had to stop every few minutes and empty the money into an open cardboard box behind our counter. The men would straighten out the bills and make a count. We each had a line all day long at the booth, and we sold out of everything the first day and had to get more stock hauled in from Camarillo early on the second day. We repeated the success of the first day. We made almost all the money needed that weekend to pay for the props to be repaired. We have talked about that special weekend many times since – always with big smiles.

In the summer of 1989, Jerri's life went through a major change when she had a very bad stroke and almost died. She was very ill in the hospital for a long time, with a cerebral hemorrhage and paralysis on the left side. Cliff

(Continued on Page 5)

In Memoriam (Continued from page 4)

and I went to see her every day. When she finally started talking, we noticed that her voice had changed permanently. She took all the changes in stride and tried to make the best of the fact that she was slowly losing her eyesight as the years went by. Her sight was in her memory and in her ears.

About six or eight years ago, Jerri asked me to go back to Missouri with her and help her select and pack her family heirlooms to have shipped to her in Southern California. That was a very special week for both of us in her hometown.

Jerri was like a sister to me. God rest her soul.

My Remembering Jerri Fleishman

by Russ Drosendahl

I joined the CAF in August of 1982, and Jerri and Ron were already members. So, as the new member in the organization, I was introduced around. In meeting Jerri for the first time at Sky Trails restaurant at Van Nuys airport she was very friendly and pointed me in many directions. I could see she was going to make me want to be a member for a long time and not one to join and then fall by the way side. I now know it was her background of growing up in Missouri and her nurses training that manifested how she handled people.

With all humbleness, I am glad she guided my junior years with the CAF, even though I was an old broken-down pilot. I can not or want to forget the many times we were at air shows, having fun and even celebrating birthday parties that Jerri was there to make the events more enjoyable.

Her later years of her life saddened many of us, me included. As I think back, I want to say once again, thanks for how you have touched my life, and I know many others. God does bless us.

Jerri and The Water Wagons

by June Hubbard

Our friendship began on the CAF ramp in Harlingen, Texas in the late 1970s. At one of my first AIRSHOs I met Jerri. She was washing the Gatorade containers with a garden hose on the back side of the fighter hangar, preparing them for the AIRSHO.

We began to talk, and this led to her telling me this: "This is the best job at the AIRSHO," and she asked me if I would like to help. I said "Yes." Lo and behold, shortly thereafter Jerri had me riding "shotgun" on her golf cart. As she drove, I passed out cups of Gatorade and water to pilots & crews, marshallers, and essential flight personnel on the active ramp. After a couple of years of riding shotgun, I graduated to be a driver and Jerri passed out the goodies. Jerri would make suggestions on where to drive, like around the spinning props on planes and to be very careful not to run down any civilians. She would say "You're on your way!"

We had 26 years of going to the Headquarters AIRSHOs, both in Harlingen and in Midland, as well as to many other

air shows throughout California. Jerri was a good teacher and a lot of fun.

In the early a.m. of AIRSHOs, Jerri and I would brew hot coffee for the crews in a 300-cup coffee maker. Then we would go out in our golf cart with the coffee and cups in our golf cart about 7:00 a.m. for a "hot coffee run" for the crews. Did they appreciate that! Cookies were also available for dunking.

Volunteers at AIRSHO would have been very hungry if not for Jerri. She would help put together 250-300 bag lunches every day, and manage the distribution to the many volunteers at AIRSHO.

The "Water Wagons" will not be the same without Jerri. She was the Water Wagon "Poster Woman." When needed, be it rain, or sleet, or snow, or hot weather, she was always there – wearing her camouflage Aussie hat and her sunglasses.

Ron and Jerri were a wonderful couple, and were always there for me. I could always ask Jerri about problems, and she always came up with good answers. She was one strong woman and one wonderful person.

I hope that she will be sitting on my shoulders now that she has her wings, and telling me if I'm doing it right. She will remain with us forever.

Editor's note: The Southern California Wing of the Commemorative Air Force has lost a wonderful, long-time member who exemplified the spirit of family and devoted duty to our CAF aspirations, along with her husband Ron. All of us will miss her greatly, and send our sincere condolences to Ron and to Sarah and all the family.

Rest in peace, dear friend!



(L to R) Ron Fleishman, Janet Main, Jerri Fleishman and Bob Van Ausdale celebrating after a work day on our *Humpty Dumpty*. Photo probably taken in 1982

These members are currently "out of service." Please give them a call to help lighten their day.

Charles Miller:	805-383-6998
Dave Long:	805-497-8306
Jasper Solomon:	805-495-3628
Al Smith:	805-647-7717

Wing Photo Page I



© Photo by Dave Flood

Here's a challenge to you "wanna-be-writers." Check out this diorama in our Museum, and write a story about the plane, its crew, its mission, what might have happened to it during its mission, and maybe after the mission on its return to base. Let's get our creative juices flowing and send your stories to: Dave Flood, CAF, 455 Aviation Drive, Camarillo, CA 93010 (or, if you happen to be in the hangar, drop it in my mailbox). We'll choose a winner and publish the story in a coming *Flight Line*. There'll also be a prize.



© Photo by Dan Newcomb

Poop-Cleaning Detail for *China Doll's* tail, with Gene O'Neal up on the platform, and Gino Dellanina and Charlie Valentine supervising. The birds like this high perch!



© Photo by Ventura County Star

Col. Steve McCartney, one of our pilots, waving to a friend at the Waypoint Café, our Wing's favorite eating establishment at Camarillo Airport .



© Photo by Dan Newcomb

The PBJ Team has been very busy lately in doing some touch-up painting, getting their bird ready for a "roll-out" for the EAA Camarillo Air Show in August.



© Photo by Dan Newcomb

Here's the PBJ nose in its Navy/Marine colors. The PBJ-1J is the only remaining true PBJ on the planet. It will be in the colors of Marine Squadron VMB-611, and will be dedicated to Col. Dave Fish's dad and his crew who lost their lives in a PBJ over Mindanao in 1945. The name of our PBJ-1J will be "Semper Fi."



© Photo by Dan Newcomb

Here's Tim Kutzbach of the PBJ Restoration Team, leaving rubber on the tarmac as he lines up planes during the Quiet Birdmen air show lineup at our hangars. Every year Jack Broome invites pilots and their WWII warbirds to his ranch for an air show and a barbeque. A great opportunity to see great warbirds!

Camarillo Airport

Air Museum

Next Exit

Freeway Signs on Highway 101 To Become A Reality!

The above rendition of the freeway signs that would direct travelers on Highway 101 to our Aviation Museum will be erected by CalTrans, but we must first send them a check for \$5,000.

That's where you come in. You can help to make these signs a reality by sending us your donation (\$20, \$50, \$100 – if all members give something, we'll have it made!) to:

CAF, SoCAWing Freeway Signs Fund
455 Aviation Drive
Camarillo, CA 93010

The new signs, when erected, will have a green background, with white lettering. They will be placed prior to the northbound and southbound exits off the 101 Freeway at Las Posas Road, Camarillo. They will help immeasurably in directing more visitors to our CAF Southern California Wing Aviation Museum. You can help make this happen! Thank you from all of us at CAF-SoCAWing!

Name: _____ **E-Mail:** _____

Address: _____

City: _____ **Zip:** _____ **Phone:** _____

I would like to contribute to the CAF, SoCAWing's Freeway Sign Fund

Enclosed please find my donation ___\$20 ___\$50 ___\$100 ___\$_____

Please detach this form and send to the address above with your check.

Please make checks payable to: CAF, Southern CA Wing. Thank you very much !

Your donation to the CAF Southern California Wing is tax-deductible

The Air Show Circuit

by Bill O'Neill

We recently returned from the *Wings Over Gillespie Air Show*, which is organized by the CAF's Air Group One. It was held on June 16th and 17th. We sent the F8F, F6F and the C-46 *China Doll*. Leigh Smith (PIC) flew in from Indiana and Bob Goubitz (SIC) flew in from Colorado to be the flight crew for this show. Our many thanks to them for doing this for our Wing.

It was a rather unique show for us in that Air Group One asked us to transport three special guests from Camarillo to Gillespie in *China Doll*. The logistics were that they drove the three people up from the San Diego area early Friday morning. (They arrived about 7:30 a.m.). We then sent three of our people down to Gillespie in the same vehicle.

The three special guests that Air Group One sent to us were very interesting: John Vroman, Captain, U.S. Army Air Corps. He flew F4/F5 photo reconnaissance versions of the P-38 for General Claire Chennault in 1944 in the *China/Burma/India Theater*. He brought one of his scrap books for us to look at;

Colonel Frank Mason, U. S. Marine Corps. He is a survivor of Corregidor, and spent the entire war in Japanese prison camps. The last 1 1/2 years of his captivity was in a prison camp in Japan where he mined coal; and

Dr. Nancy Lo, President of the Association for Preserving Historical Accuracy of Foreign Invasions in China (APHAFIC). This is a Nation-wide group that is dedicated to maintaining the correct history of the countries that invaded China.

The objective of flying these people to Gillespie was for a press conference which was held as soon as the aircraft was parked and these people disembarked from *China Doll*. I understand it went well.

The theme for this year's *Wings Over Gillespie* was the CBI. Aside from our *China Doll*, they had a P-40 from *Planes of Fame Museum* to represent two of the aircraft that were prevalent in this theater of operations during the early years of WWII.

China Doll left for Gillespie at 11:00 a.m. Friday, arriving at noon. At 1:30 p.m. there was a press flight for about an hour. The F8F-2 Bearcat and the F6F-5 Hellcat arrived about 4:00 p.m., after they fixed a problem with the F8F (flown by Jason Somes). Chris Rushing was in the cockpit of the F6F.

Saturday and Sunday *China Doll* was open for tours and had its PX operating. The F8F and F6F participated in the show each day. At the end of the show we had a little excitement. *China Doll* started and left; the F6F started and left: but the F8F wouldn't start. Finally Jason, with the aid of a power cart, was able to get the Bearcat started. Everyone arrived home safe and sound.

We did o.k. at this show. *China Doll* was given \$1,000 appearance fee, 600 gallons of fuel and a check for \$899 for gas and oil not supplied. The F8F and F6F were each given \$1,700 as an appearance fee, plus fuel to fly to and

from Gillespie - and in the show. *China Doll* also brought home \$1,863 for the PX and tours.

Until next time...take care!

SoCAWing Golf Tournament Coming!

By Steve Barber, Jr.

Fore !

Our Wing's First Annual Golf Tournament is being planned – probably for early in 2008. In the meantime, think about it and get your swing ready for the big event.



ARTIE.COM

Sponsors are being lined up, a course is being chosen, and many events are being contemplated to help us have a lot of fun and, at the same time, make some money for our Wing activities.

More information will be forthcoming in future newsletters.

Korean and 'Nam Mementoes Needed

It is the goal of the Museum Display Group to add museum displays recognizing both the Korean and the Viet Nam theatres of war. We are in need of items and pictures from these conflicts. The pictures can be copied and the originals returned to the owners.

Recognition of those who served is long overdue. If you can help in this project, please contact Shirley Murphy at the WWII Aviation Museum on Tuesdays and/or Thursdays – or call her on those days at (805) 482-0064.

Election Notice

by Bill O'Neill

Our upcoming Wing election will choose the following Staff Officers: Adjutant, Operations Officer, and Finance Officer.

The Nominating Committee is seeking members who would be willing to run for the positions on the Wing Staff.

Wing Barbeque

by Dick Burrer

On Saturday, August 11, 2007, the Wing will have a BBQ and General Meeting after the work day – starting about 4:00 p.m. Hot dogs, hamburgers, salad, and baked beans will be provided. If you prefer your own meat or fish, bring it on. If you prefer something to drink other than Coke, also bring your own. The cost is \$5.00 per person.

There will be a Wing Awards ceremony after the meal.

Please get your money to Dick Burrer soon, so he knows how much to purchase. Payments to Dick can come to: CAF, 455 Aviation Drive, Camarillo, CA 93010. If your plans change, and you have to pay at the door, you will be more than welcome, as WE WANT YOU TO ATTEND !

Christmas Dinner Party Planned

by Pat Brown

Mark your calendars for Thursday, December 6, 2007 – the date of our 2007 Christmas Party. It will be held at the Wedgewood Country Club (adjacent to the Olivas Park Golf Course). More information coming next month.

Wing Photo Page II



© Photo by Eric Van Gilder www.vg-photo.com
The Reiss Family-sponsored FM2 Martlet (Grumman F4F Wildcat in British colors) came in for the QB Show. We were fortunate to have her in our Museum Hangar for a while. Carter Teeters is the pilot.



© Photo by Eric Van Gilder
Another QB visitor was this P-40 Warhawk from the Chino Planes of Fame Museum, Ron Hackworth pilot.



© Photo by Eric Van Gilder
Making her grand entrance is the B-17G *Fuddy Duddy*, owned by the EAA. What a memorable addition to the lineup of warbirds! Col. Jack Broome, the Quiet Birdmen's host, has been a wonderful member and friend to our Wing over many years. Thanks, Jack !



© Photo by Eric Van Gilder
Bearcat, Hellcat and Zero in formation at QB Show.



© Photo by Eric Van Gilder
Col. Yoshi Abe filling the tanks of his beloved Zero.



© Photo by Eric Van Gilder
Cols. Jason Somes, Chris Rushing, Ken Gottschall and Will Kalbermatter flew their T-6s in formation over Moorpark, CA on July 3 for a special Fly Over commemorating Independence Day, and for a special program honoring the Iraqi War dead.

Maintenance Officer's Report by Joe Peppito

It seems like the maintenance activities for the Southern California Wing never cease. Our airplanes age getting older (just like the rest of us) and are requiring much more maintenance to keep them in the air. Adding to the problem is the fact that our maintenance crew is shrinking rather than growing, with the addition of more work requirements. We need to increase our maintenance crew size and participation. If anyone knows of a friend or neighbor who is interested in WWII airplanes and on working on them, please bring them down to the hangar and sign them up.

There are only four out of ten airplanes in our inventory that are in flying status today: the C-46, C-131, F8F and Zero. The F6F is down with fuel system problems.

The PBJ Crew is doing an exceptional job of restoring that airplane. Thomas Van Stein, Tim Kutzbach, Scott Drosos, and Marc Russell have started to paint some of the control surfaces and to prime the fuselage. Looks really good! Iran Ausley and Jerry Royce are starting to work on the hydraulic system controls, and, as usual, are finding some installation problems – but nothing that they can't handle. The sheet metal boys are just about finished with riveting on the right wing center section.

Sib Bosso and Alex Ferrasci, with the help of Alan Nicholson, are getting the engine installed in the SNJ-5 #290. They are finding out that there is more to it than just bolting the engine to the firewall.

We now have the right wing installed on the SNJ-4 airplane, and the left wing is in the painting area between hangars ready for painting. Thanks to the continuous effort put forth by Keith Bailey and Bill Gordon, we now have the rudder and elevator flight controls working properly.

Other than woodworking and wing spar problems, Bob Albee and Norm Swagler and crew are moving right along on the Fairchild F-24R airplane. Howard Ulm has just about finished installing all of the electrical wiring and equipment and has done a good job.

Les Bedding and his Spitfire crew are presently vacationing in England – visiting the Duxford Air Show. Therefore, nothing is being done on the Spitfire MK XIV until they return on July 19th.

Rounding out the maintenance picture: the C-131 crew, under Dick Troy, bade farewell to their plane. It is now in Midland for three months of rotation. Yoshi Abe is keeping his Zero up to snuff; Chris Rushing, with the help of Ken Gottschall and Eric Lange, is working hard on the F6F; and Charlie Valentine and Crew have the C-46 ready. Ken Kramer has had a lot of help on the F8F from Gary Barber, Jason Somes, Ken Gottschall, and Chris Rushing.

Let's all pitch in and help one another to "Keep 'Em Flying!"

"Friends" Program Off To Good Start

by Ceci Stratford

Thanks to the encouragement of Docents and some forward-looking CAF colonels, we now have at least twelve "Friends of the Museum." I've received several "Friends" applications every week since the program's inception in May. As of July 10, the Wing has received \$875 in donations from the Friends Program.

Our first "Friends of the Museum Newsletter" is found as the last four pages of this issue of *Flight Line* (pages 1-4). It will be distributed to the Friends in full color. We are distributing the "Friends of the Museum Newsletter" along with this issue in order to let you all know what it will be like, in case you want to join the Friends Program.

The Wing will benefit greatly from each member bringing in family, neighbors and acquaintances as "Friends of the Museum." Please copy page 4 (Friends Application) and pass it out to friends and relatives.

Remember, we can help keep our airplanes flying and the Museum operational by increasing our tax-deductible donations.

Wanted: Warbird Workers!

Volunteers wanted for working on WWII airplanes (round engines).

Six-figure salary (all zeros) – no benefits (other than the satisfaction of working on these planes and seeing them fly) – long hours (but only 3 days a week) – no vacations (this is not for sissies!) – excellent camaraderie (you can tell as many stories and/or lies that you want – but only at lunchtime).

All seriousness aside – you won't find a nicer environment or a finer bunch of guys (and gals) to work with than here at the Southern California Wing of the Commemorative Air Force!

We're all Colonels in this outfit, and we pay an annual fee to both the national and the Wing organization for the privilege of working here.

Positions open: (1) mechanics; (2) docents; (3) electricians; (4) plumbers; (5) carpenters; (6) sheet metal workers; (7) anyone interested in warbirds.

If you're retired, so much the better. Most of us are retired – and never have worked harder in our life or enjoyed it so much. But we all love what we do here – so come join us!

Show up at our hangars on Tuesdays, Thursdays, or Saturdays between 10 and 4, and ask for CAF applications in the Museum. Then ask to see Joe Peppito, our Maintenance Officer, and he'll show you around. If you are interested in being a Docent, or in working with our display crew in the Museum, then ask for Sarah. Come on out!

Wing Air Show Schedule

August 18, 19	Camarillo Air Show	All Aircraft
September 29, 30	Airsho 2007, Midland, TX	All aircraft
October 6	Airzona Skyfest, Prescott	F6F, Zero

Because changes may be made, please call us at (805) 482-0064 to confirm air show dates



Friends of the Museum Newsletter



Commemorative Air Force

455 Aviation Drive, Camarillo, CA 93010

(805) 482-0064

Vol. 1, No. 1 WWII Aviation Museum Open Daily 10-4 www.orgsites.com/ca/caf-socal July, 2007



© Photo by Dave Flood

Col. Thomas Van Stein's painting "Tigers Over Kweilin," now hanging on our WWII Aviation Museum's Art Wall. The background painting of sky and clouds was done by our talented volunteer Shirley Murphy. Come join us in our ongoing quest to bring the military aviation historical highlights to the attention of the public, and particularly the youth. Friends, by their financial support, can make a huge contribution to our CAF goals. You are our future!

How To Become A Friend by Ceci Stratford

Welcome to all our new "Friends!" It's a pleasure to have you aboard, especially knowing you support our goals and are interested in our activities. Congratulations on being recipients of the first "Friends of the Museum Newsletter," and for helping us pave the way for a robust "Friends" program.

We will send the newsletter via e-mail so you can enjoy the color photographs – they are so much more vibrant in full color than in black and white! We cannot mail the color issue because of costs, so if you received this by "snail mail," we don't have an e-mail address for you. If you do have one, please let me know.

Each issue of this quarterly newsletter will inform you of improvements and additions to our Museum; of educational opportunities and happenings; and of updates on our

airplanes. In addition, we will send you advance notice of special events and activities at the Museum in separate e-mails.

Be sure to visit us often and take advantage of your 10% discount at the Museum's Gift Shop.

If you know of someone else who might be interested in supporting our mission of preserving aviation history of World War II and beyond, please refer them to me or to our website: www.orgsites.com/ca/caf-socal. You and your friends may also use the "Friends" application on page 4.

Ceci Stratford,
"Friends of the Museum" Program Coordinator
(805) 630-3696 cecipilot@sbcglobal.net

Support the CAF WWII Aviation Museum



Help us grow by becoming a "Friend of the Museum"

Become a "Friend of the Museum" for as little as \$50



*Unlimited museum access
*Gift shop discounts
*Other benefits

HELP US KEEP THESE RARE AND HISTORIC AIRCRAFT FLYING

Photos courtesy of Van Gilder Aviation Photography <http://www.vgphoto.com>

© Poster by Eric Van Gilder

WWII Aviation Museum Intern



© Photo by Jim Hinckley

Michael van Ouwkerk, twenty-two, is a Summer Intern in our WWII Aviation Museum. He is currently a student at Embry-Riddle Aeronautical University, Prescott, Arizona.

Michael is interning primarily in our Museum's Research Library, learning organizational skills and helping to catalogue items in our library. He is also working on developing "people skills" by being a Docent and taking visitors on tours of our facilities.

Michael resides in Camarillo, having moved here from Whittier when he was seven. He graduated from Camarillo High School in 2003. He will be graduating from Embry-Riddle in December.

He was looking for a place in Camarillo to intern which would enhance his goals to get a position in the administration area of the aviation industry when he ran across our Wing's website. Michael was impressed by what he saw – not only the planes that were flying and under restoration, but also the Museum itself and how extensive our aviation history base seemed to be.

When he visited us, he was pleasantly surprised at the scope of our library and research materials, as well as the wealth of the aviation history artifacts in our Museum's collection.

Museum Docents



© Photo by Jim Hinckley

One of our docents, Ron Fleishman, showing a family around our WWII Aviation Museum.

Our WWII Aviation Museum has a dedicated cadre of Docents who are at the Museum every day from 10-4.

Approximately twenty Docents are scheduled for duty over a week's schedule, with supplemental help from museum staff members, and, on Tuesdays, Thursdays and Saturdays, from the volunteers in the Restoration Hangar.

The Docents take visitors on tours through our hangars, and provide the history of our Wing, planes, and artifacts.



© Photo by Dave Flood

Here is a history class from Oaks Christian High School, Thousand Oaks, CA visiting our WWII Aviation Museum as a special assignment arranged by their teacher. One of the benefactors of Oaks Christian H.S., David Price, who is also a benefactor and member of our Wing, flew in with his North American P-51D, and gave several of the students rides in the back of the 2-seater fighter.

One of our major goals of the CAF is to share the history of WWII and later aircraft with young people.

Projects in Aviation Museum



© Photo by Dave Flood
An example of Volunteer Projects is this beautiful display of military shoulder patches compiled by Shirley Murphy's brother during his USAF career. Shirley hand-made the display from screens, utilizing fishing line to secure the patches to the background.



© Photo by Dave Flood
Newly-updated display on the famous Doolittle B-25 Raid on Tokyo.



© Photo by Dave Flood
Part of the new Korean War display in our Museum. Much of the memorabilia is from Shirley Murphy's husband John, now deceased. Below: another view of the Korean Display.



© Photo by Dave Flood
The all-important "Home Front" is well represented in this display. During WWII everyone at home sacrificed one way or another.



© Photo by Dave Flood
Come see our upgraded exhibits shown above, plus many other exhibits put together by our dedicated volunteers.

**COMMEMORATIVE AIR FORCE SOUTHERN CALIFORNIA WING
World War II Aviation Museum
455 Aviation Drive Camarillo CA 93010 (805) 482-0064**

The CAF So Cal Wing is looking to increase support for our Wing's Museum from the public. The Wing has created a financial donation opportunity by establishing a "Friends of the Museum" program. (Note, this is not a membership program. Rather, it is a fund-raising program.)

The Museum operates on the support of members, events, and donations. The "Friends" annual donation entitles them to unlimited admission to the Museum, discounts at our gift shop, a "Friends Newsletter", and special levels of benefits. At each level, donors have the satisfaction of knowing that their gift helps enrich our educational programs, expand our exhibits, and maintain our airplanes.

If you or someone you know is interested in supporting our mission of preserving aviation history of World War II and beyond, complete this application and send it to the CAF at the address above. (Feel free to make a photocopy of the application).

FRIENDS OF THE MUSEUM APPLICATION

Print Name(s) _____

Address _____

Phone () _____ Cell () _____

Email _____

Check here if you are a current CAF Colonel

Form of Payment: Cash Credit Card Check
(Make check payable to "CAF SoCal Wing - Friends of the Museum")

Credit Card # _____ Exp. Date _____

Signature _____

Mail to above address.

**COMMEMORATIVE AIR FORCE – SO CAL WING
WORLD WAR II AVIATION MUSEUM**



Select Participation Level (Benefits for each level are listed below)

- Individual \$50
- Family \$75
- Supporter \$250
- Sustaining \$500
- Patron \$1,000
- Benefactor \$5,000

Friends of the Museum donation is valid for 1 year from the month of donation.
Your contribution is tax-deductible. (See your Tax advisor for your individual tax situation.)

Friends of the Museum Levels and Benefits

BENEFIT	INDIVIDUAL \$50	FAMILY \$75	SUPPORTER \$250	SUSTAINING \$500	PATRON \$1000	BENEFACTOR \$5000
Unlimited Museum Access	X	X	X	X	X	X
Personalized Friends of the Museum ID Card	X	X	X	X	X	X
"Friends Newsletter"	X	X	X	X	X	X
Gift Shop Discount 10%	X	X	X	X	X	X
Wing Patch			X	X	X	X
Drawing for Ride in SNJ				X	X	
Framed Certificate					X	X
Ride in SNJ and Photo						X
Name on Plaque in Museum						X