

Flight Line

The Official Publication of the CAF

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



© Photo by Ron Fleishman

The engine run-up for the Spitfire Mk XIV

Vol. XXX No. 8

August, 2010

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© Photo by Ron Fleishman

One happy Spitfire Restoration Team after the successful run-up of its Rolls Royce Griffon engine on July 12, 2010. See pages 6 and 7 for details.

**Wing Staff Meeting, Saturday, August 14, 2010 at 1:30 p.m. at the
CAF Museum Hangar, 455 Aviation Drive, Camarillo Airport**

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

August 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 Museum Closed	3 Work Day	4	5 Work Day	6 Docent Meeting 3:30	7 Work Day
8	9 Museum Closed	10 Work Day	11	12 Work Day	13	14 Work Day Wing Staff Meeting 1:30
15	16 Museum Closed	17 Work Day	18	19 Work Day	20	21 Work Day Camarillo Air Show Air Show Party 6 PM, \$35/person
22 Camarillo Air Show	23 Museum Closed	24 Work Day	25	26 Work Day	27	28 Work Day
29	30 Museum Closed	31 Work Day	Museum Open 10am to 4pm Every Day Except Monday and major holidays			

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Finance Officer	* Casey de Bree (805) 389-9185 scdebree@aol.com	Wing Christmas Party 4
Operations Officer	* Jason Somes (818) 292-4646 nbnh@aol.com	Wing Leader's Report 4
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* Denotes Staff Position

Wing Election Notice

by Dave Flood

At the Wing Staff Meeting of July 10, 2010 the Wing Staff appointed Dave Flood, Bill O'Neill and Jim Tierney to be the Nominating Committee for the 2011/2012 election term. They will be putting together a slate of candidates to run for the four Wing Staff positions that will be opening as of January 1, 2011.

The four posts on the Wing Staff for which members will be voting are: Wing (Unit) Leader, Executive Officer, Maintenance Officer, and Safety Officer. The terms will be for two years – 2011 and 2012.

Incumbents are: Wing Leader – Shirley Murphy; Executive Officer – Dick Troy; Maintenance Officer – Mike Perrenoud; and Safety Officer – Norm Swagler.

The time-line for the Wing Elections is:

August: Notice of elections in *Flight Line*: list of positions open; request for nominations to offices by members; description of offices from the CAF Unit Manual; notice of deadline for all ballots to be in (Nov. 15); mention of names on the Nominating and Election Committees as appointed by the Wing Staff on July 10, 2010.

September: Request in *Flight Line* for nominations by members; election notice with deadline mentioned.

October: Request in *Flight Line* for nominations by members; election notice with deadline mentioned.

Nominating Committee recommends slate of officers to the Wing Staff, who approves the slate and sends it on to CAF HQ for approval. This will be done at the Wing Staff Meeting on October 9. At this meeting, the Nominating Committee, having done its job, will cease to exist, and the Elections Committee, approved by the Wing Staff on July 10, consisting of Ron Fleishman, Sib Bosso and Jim Hinckley, will take over the election process.

November: Ballot printed in *Flight Line*, and info on how and where to cast completed ballot will be printed in the newsletter. We will plan to publish the bios and photos of the candidates in the November issue of *Flight Line*, and it should be out early – probably on October 14 to satisfy the Unit Manual requirement that there be at least a 30 day notification of candidates for members to consider.

December: it has been the tradition that the Election Committee announces the election results at our annual Christmas Dinner. However: Sect. 2; 4 ; I ; (7) of the CAF Unit Manual states: "The Election Committee will provide the election results to the Unit Staff in a written report signed by the Election Committee members. The Unit Staff will determine how to announce the election results to the Unit members."

January 1, 2011: The newly elected Wing Staff officers will begin their two-year terms.

If you are considering running for one of the offices on the Wing Staff that will become open on January 1, 2011, please contact Dave Flood (805-204-7660); Bill O'Neill (805-495-4915); or Jim Tierney (805-416-4154). Before contacting a member of the Nominating Committee, please read over the requirements of the positions as outlined below to make sure you qualify.

Wing Staff Position Descriptions and Duties:

(As outlined in the *CAF Unit Manual*, Section 2, Jan. 2009)

Wing (Unit) Leader:

Minimum requirements, per CAF policy, include at least two (2) years as a CAF member in good standing, background in military or business management, ability for good public appearance, adept at public speaking, a positive demeanor and preferably a background in aviation.

He or she shall be responsible for providing overall leadership and direction for the Unit. Among their specific duties are: current knowledge of CAF rules and regulations, preparation of Unit meeting agenda, serving as chairman at meetings, appointing various committee members, etc.

The Unit Leader is also responsible for supervising the overall financial status of the unit, ensuring accurate financial reports are made to headquarters, the unit staff and to the unit's membership.

Executive Officer:

Assistant to the Unit Leader and will act in his/her place during his/her absence. Specific duties include current knowledge of CAF rules and regulations, meeting facilities, Unit socials, and other duties as may be assigned by the Unit Leader. This officer may be appointed on an annual basis by the Unit Leader and serves as a voting member of the Unit Staff. However, if the Unit Leader chooses to appoint the Executive Officer, the Unit Leader sacrifices his/her regular voting privileges and can vote only in the case of a tie. If the Executive Officer is duly elected, the Unit Leader retains his/her usual voting privileges.

Maintenance Officer:

Should be a FAA licensed A&P or IA. He is responsible for proper care and maintenance of all aircraft assigned to the Unit and for ground equipment. He shall schedule and direct restoration of all CAF aircraft assigned to the Unit. He shall oversee activities of Unit aircraft project officers and disseminate status reports of all Unit restoration projects to HQ and the Unit membership on a current and timely basis. He shall clear all restoration work with the CAF Director of Maintenance/Quality Assurance prior to implementation. He shall clear all planned expenditures through the Unit Staff.

Maint. Officer, continued:

Specific duties include ensuring that all aircraft are in airworthy condition prior to flight, maintaining proper records and log books, ordering parts and supplies, and training aircraft crew chiefs and ground equipment personnel.

He shall submit a monthly maintenance and/or restoration report to Headquarters. Communications with CAF Headquarters will be initiated through the office of CAF Vice President of Safety/Maintenance/Operations.

Safety Officer:

He/she works directly with the Maintenance Officer. He/she is responsible for all ground control during flight activities. Specific duties include placing fire extinguisher on aircraft and ground equipment (both hand and engine) and implementation of escape procedures from aircraft emergency exits. He/she should be well versed in all aircraft ground operations, including start-up, taxi and shutdown. Hand signals utilized in aircraft ground operation shall be well known by this officer and taught to those who will perform that duty. Headquarters contact concerning specific questions may be initiated with the Vice President of Safety/Maintenance/Operations at headquarters.

As stated above, the ballot containing all approved names of candidates for the four Wing Staff positions commencing on January 1, 2011 will be first printed in the November issue of *Flight Line* – due out on October 14, 2010. The deadline for voting will be Monday, November 15, 2010.

Again – if you are interested in serving your Wing in any of the above-mentioned posts on our Wing Staff, please check the requirements, and, if you qualify, get in touch with Dave, Bill or Jim and make your intentions known.

We hope to have a very qualified slate of nominees for the four posts for the Wing members to choose from.

Wing Christmas Party

Mark your calendars for Thursday, December 2, 2010.

Our Annual Christmas Party is set for that date at the Wedgewood Banquet Center, 5880 Olivas Park Drive, Ventura; CA 93003. The banquet center is located on the Buenaventura Golf Course.

Festivities get under way at 6:30 p.m., with dinner served buffet style at 7:30 p.m. As usual, the buffet will be great, with bbq chicken, tri-tips of beef, salads galore, roasted red potatoes, and beverage. There will be a no-host bar.

Our Annual Auction will follow dinner. Cost is \$35 each.

Wing Leader's Report To The Crew



Shirley Murphy, Wing Leader

Thanks to the dedicated work of our members, our Wing continues to fly. As always, it is vital that we work as a Team, in order to avoid the destructive solo approach.

The 2-day Camarillo Air Show in August, coupled with our private party in the evening of Aug. 21 (6pm to 10pm) promises to be outstanding. The "Wartime Radio Revue," featuring a full band and singers, with a dinner and one drink for \$35 per person is a great deal for a spectacular evening at our museum. This party is a benefit for our Wing. Hope to see you and your friends at the party !

It is with concern that I have noted a failure on our part to be aware of the passing of members and their spouses. It is for that reason I am asking your help. If you learn of an illness or passing of a member, please notify Dave Flood. (ph: 805-482-0595 / e-mail macantuile@yahoo.com). This will allow us to recognize and honor those who have helped in the survival of our Wing through the years...

It is my hope that our membership will increase through the remainder of this year. We need members who can contribute their time to our program. So step up, folks, and help to preserve the history of our country and to honor those who served to insure our freedom.

Members Of The Month: June, 2010

Maintenance Hangar - Joe Peppito, for his many hours of dedicated work maintaining the Wing's airplanes, for restoring "Bluebird" to flying condition, for planning an educational program for young people, and many more activities.

Museum Hangar - Walt Metcalf, for making the certificates for donors to the Bearcat engine, for making all the certificates for the Warbird Rides Program, and, most recently, for his leadership and work to improve the Wing's Docent Program. He has spent many hours improving the "front office" physical environment and docent processes and procedures.

Wing Photo Page I



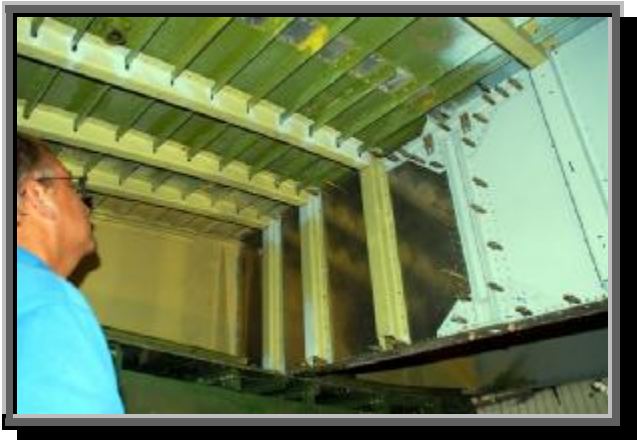
© Photo by Ron Fleishman

Scene at a recent Navy retirement ceremony held at our Museum Hangar. If you or your organization want to hold a meeting or event in a very special venue – our Museum Hangar – call Steve Barber, Jr. at (805) 223-1077.



© Photo by Dan Newcomb

Scott Drosos with his new “hot” wheels. Wow!



© Photo by Dan Newcomb

Marc Russell checking some great interior work done on the PBJ by his restoration crew. To become a support crew member of the PBJ, please call Marc at (818) 259-8248 and donate! Thanks for helping us to “Keep ‘Em Flying!”



© Photo by Norm Swagler

Our esteemed leader, Shirley (Michelangelo) Murphy, up on the “scissors” platform with her head “in the clouds.” Shirley was adorning the new fire wall in the Maintenance Hangar with white fluffy clouds, anticipating a large mural of our aircraft painted on the wall by some renowned artists.



© Photo by Ron Fleishman

Another perspective of Shirley up high in the air, painting those white cumulae all over our new wall. When she got kind of “light-headed,” Lloyd McAfee brought her down from the ozone layer on the scissors platform. Nice job, Shirley ! She also painted in a flying bird over on the right side of the wall, representing those of our Wing who have “Gone West.”

Hangar Events Notice

by Steve Barber, Jr.

We will be hosting the Newbury Park Rotary Club’s annual Octoberfest in our Museum Hangar on September 24, 25 and 26, 2010. Mark your calendars and plan to attend this fabulous event. We’ll need plenty of volunteers for this event to make sure everything goes well and that they’ll come back again.

The Last of “The Few”

by Ron Fleishman

The CAF is used to reliving history. We take joy in working with articles and equipment almost three quarters of a century old. We revel in the fact that we can experience through touch, taste, and all of our senses what the men and women of World War II felt during those dark and desperate hours of that great conflict.

Then, when we look around us at all of the modern comforts we enjoy today, we are thankful to those who went before us and made it possible for us to work on our vintage warbirds in safety and with freedom.

2010 is a remarkable year for anniversaries. It was seventy years ago in March that the C-46 first took to the skies. In the cold waters off Dunkirk, the English Army was, through sheer force of determination and courage, rescued and brought home to England by many of their countrymen in an armada of small fishing boats – to regroup and to fight again. Then, in June of 1940, what became known as *The Battle of Britain* began, with the RAF fighting for the survival of England, and Winston Churchill saying of the Spitfire and Hawker Hurricane pilots: “*Never, in the course of human conflict, have so many owed so much to so few!*”



© Photo by Frank Mormillo

Flash forward seventy years – to our Maintenance Hangar and to an area in the center rear of the building. A blue flag with an RAF roundel hangs over what, for the folks working there, is their little corner of the Empire. If you listen carefully, the accents you hear in their conversation are quite British, and all of their attention is directed to and upon an elliptical-winged, camouflaged, five-bladed beauty.

An airplane whose pedigree extends back to R.J. Mitchell and to the Schneider Cup races through the skies of England, and then to operations in Southeast Asia and finally to the end of WWII. Their pride and joy is called a Spitfire, and on this day in sunny, warm California, and seventy years distant from the great conflict of WWII, they are about to take the first step in getting the “Spit” back into the air – it’s first engine run on the airframe since the

Rolls Royce Griffon 65 engine had been returned to Camarillo from the rebuilder’s site in Tehachapi, CA.



© Photo by Ron Fleishman

While the restoration of Spitfire Mk XIVe is not a matter of life or death as it was seventy years ago, the Spitfire Restoration Team has worked long and hard to get the bird ready. There had been several long days before Monday, July 12, 2010 – and that day started early.

The crew arrived before 10:00 a.m. on Monday – not usually a normal work day at the hangar. Along with the Spitfire Restoration Team, there were several other Wing members who were there to be a part of the occasion and to take photos of the event.



© Photo by Ron Fleishman

Mike Nixon of *Vintage V-12* of Tehachapi, CA, the engine rebuilders, arrived and expressed concern about the position of the propeller blades. His concern proved to be correct, and the plane was brought back into the hangar and this problem was checked and corrected. Several hours had passed at this point. The plane was then taken back out to the ramp and secured for the engine run.

The prop was cleared, the switches were thrown and the powerful Rolls Royce Griffon roared into life! After a short run, there were still a few minor problems to be taken care of: coolant bleeding, oil servicing, magnetos and priming problems – all to be looked into. I thought that the engine ran very well, and was impressed at how quiet it sounded.



© Photo by Norm Swagler

The Spitfire Team were somewhat concerned that things had not gone as smoothly as they had hoped, but Mike Nixon of *Vintage V-12* unequivocally told them that this was one of the easiest first runs he had ever taken part in.



© Photo by Ron Fleishman

I finally went home at about 7:30 p.m., and Ken was still working on the aircraft. There was talk of a well-deserved celebration with real English beer. It's hard not to get caught up in the English attitude with the Spitfire guys, and all I could think of was someone at their celebration saying "Well done, gentlemen and ladies, well done!" I'll bet it sounded pretty good in an English accent.



© Photo by Ron Fleishman

And here's the man who has directed the work of the Spitfire Restoration Team over the years – Les Bedding.

Les has been working on Spits for many years, since WWII, in England and India. It is a "religion" with him.



© Photo by Jennifer / Greg Bauman

The reader will note that I have used minimum reference to individual names, referring to them collectively as "the Englishmen" or "the Spitfire Restoration Team." We all know who they are, and what they have accomplished with the airplane and what lies ahead. The next and much more awaited event – the First Flight!



© Photo by Ron Fleishman

However, with all the history this year and with all the dedication we have seen, I prefer to think of "our CAF Brits" as Churchill thought seventy years ago of the RAF fighter pilots – simply as "THE FEW."

Editor's Note: "The Few" of the Spitfire Restoration Team included: Les Bedding, Crew Chief; Colin Bedding; Robert Seeger; David Baker; Alan Gaynor; Greg Bauman; Jennifer Bauman; Jessica Bauman; Dick Roberts; Barry Roberts; Dave Casey; Ken Gottschall; Al Eschevarria; Steve Barber, Sr.; Steve Nagle; and Jack Rogers.

In Memoriam: George Edward Foster

George Edward Foster, a long-time member, passed away on July 4, 2010.

There will be a memorial service for George at our Museum Hangar on Thursday, August 5, 2010 at 11:30 a.m., with a planned flyby afterward. We send our condolences to Lorraine, his wife, and to his family.

Moments

by Ron Fleishman

I've been involved with the CAF- So CA Wing for awhile, and over this period of time a few things stand out in my memories. I've always referred to these as "moments" – the special events or happenings that make belonging to the CAF memorable.

The first time we ran the engines on the newly-acquired C-46. Watching the B-25s launch off the USS Carl Vinson in San Francisco Bay. Seeing the look on the faces of the members of what has become known as "The Greatest Generation" dancing at our Hollywood Canteen Dinner Dance – thinking how they must be remembering how it was when they were young. Meeting Paul Tibbetts, pilot of the B-29 *Enola Gay*, Chuck Yeager, the famous test pilot, and others that I only knew through history books. Thanks to the CAF, they were all actually talking to me.

Another of those "moments" came last week at our Museum Hangar. A gentleman, Steve Popovich, and his son Mike made a special trip to Camarillo from San Jose as guests of Bill O'Neill and our Wing. They came to see an airplane – our F6F-5 Hellcat "Minsi III."

Mike Popovich had visited the Aviation Museum a few weeks before, and had told Bill O'Neill that his dad had flown Hellcats and hadn't seen one in awhile. Bill invited him to come back and to bring his dad, and promised that the we at the CAF- So CA Wing would reunite the pilot and his plane.



© Photo by Dave Flood

Steve Popovich, with Bill O'Neill, next to his favorite plane.

Steve admits to being in his eighties, and he is not as agile as he once was. But with a little help, he got up on the wing of our Hellcat. He looked over the cockpit and really looked like he wanted to get in and fly the plane again.

In the "O Club" over lunch we listened to Steve tell us a little about his flying experiences. Steve is a unique veteran in that he flew Hellcats both in the Pacific and in the Atlantic theaters. He also flew as a night fighter pilot, flying the F7Fn with early radar adaptations. He did anti-



© Photo by Ron Fleishman

Steve Popovich looking like he'd like to take our F6F-5 Hellcat up for a spin.

submarine patrols off the east coast, and night operations off carriers in the Pacific. He is credited with four confirmed "kills," and says that there were a few more but they were not confirmed by the Navy.

After the war he became an engineer working for General Electric and flying F-86 fighters at Edwards AFB, troubleshooting problems with GE's J-47 jet engine.

Steve got to see our Hellcat fly, and even gave Chris Rushing, the F6F-5 pilot, a few tips on handling the bird.

All in all, it was one of those "moments" for all of us who talked and listened to him. Steve and Mike Popovich generously donated photos and copies of Steve's wartime cruise books to our Wing.

For me it was another of my CAF "moments," in which I gained some new-found knowledge about Hellcat flying and more admiration for "The Greatest Generation."



© Photo by Ron Fleishman

Steve watching his Hellcat taxi out for a flight.

A Hellcat Pilot Remembers by Dave Flood

We recently had a visit by a special guest and his son. Steve Popovich, now in his mid-eighties, traveled from San Jose with his son Mike to once again see, feel, climb on, and witness a fly-by of his favorite airplane, the Grumman F6F-5 Hellcat. (Please see Page 8 for Ron Fleishman's article on Steve's visit).

Steve Popovich and his brother Peter signed up for military pilot training within three days of each other in October, 1942. Peter would go on to fly 60 missions in Europe for the Army Air Corps in P-47 Thunderbolts, and Steve would fly the Navy's F6FN Hellcats in both the Atlantic and Pacific Theaters during WWII.



Brothers Lt. Peter Popovich, USAAC (l.) and Ens. Steve Popovich, USN at home in 1944. Small photo shows Steve as an Ensign in 1942.

Steve began his Naval Aviation career at Lehigh University in Bethlehem, PA, flying J-3 Piper Cubs. He graduated to Stearmans at NAS, Olathe, KS. It was there, in the summer of 1943, that Steve met Helen Lally at a church-sponsored dance. They were married in June, 1947 and celebrated their 63rd wedding anniversary this year.

At Pensacola, Steve had advanced training in the SNJ Texan, and earned his Navy wings as an Ensign. He went to NAS, Vero Beach, FL and began training in the Navy's new first-line fighter, the Grumman F6F Hellcat. They went to NAS Quonset Point, RI and became part of the Navy's Night Fighter Air Group 91 – with the fighters in VF(N)91. VF(N)91 consisted of 50 pilots and 13 support personnel.

Their new F7FN night fighters were equipped with cockpit-installed homing ASPR4 intercept radar and a radio altimeter. The armament was four 50-caliber machine guns and two 20-mm cannons.

VF(N)91's first assignments were covering for convoys heading across the Atlantic Ocean for the European Theater. During their month-long night assignments – not one merchant ship was lost to Nazi u-boats.

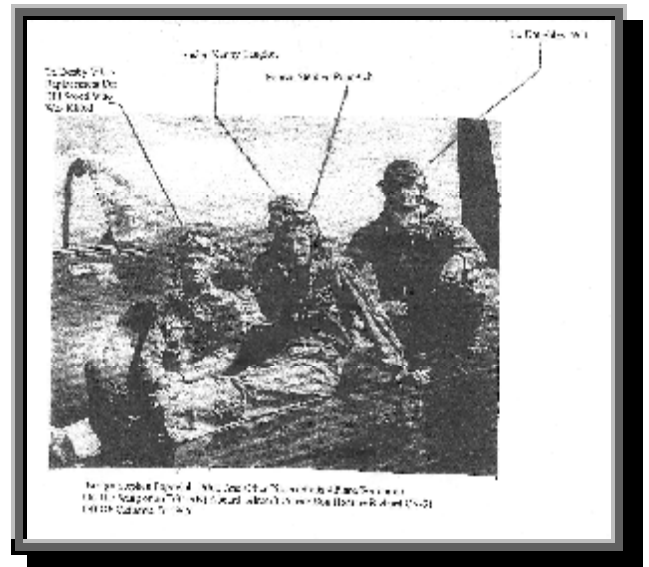
VF(N)91 was ordered to the Pacific Theater to join the

3rd Fleet. They traveled by train from RI to San Diego, CA, where they continued via transport ship to Oahu, HI. Their new home was the aircraft carrier *Bon Homme Richard* (CV-31) – which was a night operations-qualified carrier for the 3rd Fleet. CV-31 joined the 3rd Fleet at Ulithi Atoll in the Western Pacific.



The USS Bon Homme Richard (CV-31) underway in the western Pacific during WWII.

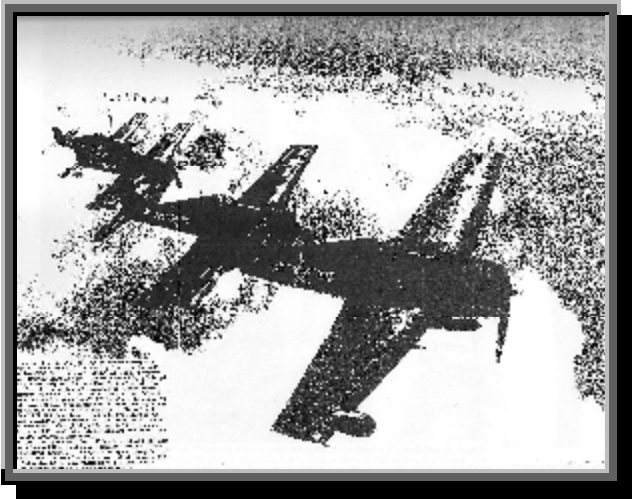
Air Group 91, in addition to its 50 Grumman F6FN Hellcat night fighters, also had 40 Grumman TBFN Avenger Torpedo bombers. All were equipped for night carrier operations.



Ens. Steve Popovich (center) with squadron colleagues, Hellcat Squadron VF(N)91 aboard USS Bon Homme Richard.

The GAO on the *Bon Homme Richard* could vector the individual fighters behind enemy aircraft. As they closed to about 1,000 feet, the guns on the Hellcat were set to converge on the target. When the white spot on the radar scope spread to fill the "gold post," then the pilot could fire and knock down a Zero without even seeing it.

The Zero fighters and Kate torpedo bombers that Steve and his squadron encountered had no armor protecting the pilot, and no self-sealing gas tanks. Every fifth 50-caliber bullet fired from the Hellcat's guns was a tracer – so red hot that when they hit the Zero's or Kate's fuel tank – they set the aircraft on fire.



Formation of four F6FN Hellcats of VF(N)91 flying from the factory to Pensacola. Steve is in the fourth aircraft. Note the special radar pods on the right wings.

On one mission, Steve had locked on to a Zero and fired his guns. He saw the bullets hit and the Zero on fire. After being distracted by something in the cockpit, Steve looked up to see the Zero, now upside down, flying directly above him. The damaged Zero came down on top of Steve's plane, hitting the fuselage just behind the cockpit with its wing – putting a hole in Steve's plane and knocking out his radio. The last sight Steve had of the Zero was that it was on fire and going down. A matter of just a few feet (or even inches) meant the difference between life and death for Steve in that encounter. He really felt that he had an angel on his shoulder that time. There were several other times in Steve's experiences when he again felt that the angel was on his shoulder, watching out for him.



Here's Steve giving some pointers on handling the Hellcat to our F6F pilot, Chris Rushing. Chris gave Steve a thrill when he made two low-level passes down the CMA runway with the Hellcat. Note that Chris is "all ears" in absorbing what Steve is telling him.

VF(N)91 and the *USS Bon Homme Richard* saw action at Ulithi, the Philippines, Tinian, Saipan, Iwo Jima, Okinawa, Kyushu, Nagasaki, Shikoku, Yokohama and Tokyo.

One of Steve's most vivid memories is of the massive display of air power put on by the 3rd Fleet, the Army Air Force and the RAF in the skies over the *USS Missouri* in Tokyo Bay on August 14, 1945 during the Japanese surrender signing ceremony. Thousands of planes, wing-tip to wing-tip, did a huge fly-over, including B-29s, B-24s, B-25s, P-51s, P-38s, P-47s, and, of course, F6Fs and TBFs. On that day Steve took off from CV-31 with 450 gallons of fuel in his tanks, and landed about six hours later with but 15 gallons left.

Eventually, the *USS Bon Homme Richard* sailed for Guam, and then for NAS, Alameda, CA. The carrier's PA system began to play big-band music as they approached San Francisco Bay. Tug boats came out and sprayed water in the air as the big carrier sailed under the Golden Gate Bridge. Many people were standing on the bridge, waving to the ship's company – with signs that said "Welcome Home, and Well Done!"



Steve, with Bill O'Neill, in front of our SNJ-5, a plane he flew at NAS Pensacola during pilot training.



Steve, with son Mike, standing on the wing of our F6F Hellcat "Minsi III," and loving every minute of it!

Note: Thanks to Steve and Mike Popovich for Steve's bio and the photos he provided from his WWII scrapbook.

Thanks to Norm Swagler & Ron Fleishman for photos.

“Man O’ War” In Warbird Ride Program

by Pat Brown



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

North American P-51D Mustang “Man O’ War”

Our Wing has taken a one-year lease on a beautifully-restored WWII P-51D Mustang – “Man O’ War!” Not only will the P-51 be available for viewing by the public in our Aviation Museum, but it will also become part of our *Warbird Rides Program*, whereby a member of the public may pay for a ride in the rear seat of this most famous of all WWII fighter planes!

The rider will select the route, receive instructions on flying the aircraft, take photos during the flight, and then go through a debriefing with the pilot after the flight – just like they did in WWII after every mission.

Relatives and friends of the Mustang Rider may also take pictures of the event and meet with the rider after the flight.

The cost of each flight has yet to be determined. We will be announcing complete details of the P-51D “Man O’ War” flights very soon.

“Man O’ War” was built by North American in Inglewood, CA in February, 1945. It was shipped to England in March, 1945 and assigned to the fighter pool at Stanstead. Upon returning to the U.S., it went to the New Jersey Air National Guard until reclaimed by the Air Force during the Korean War. After this conflict, it returned to the N.J. Air Guard until it became surplus in 1956. Universal Studios purchased the aircraft and used it as a movie prop for “Battle Hymn.” The aircraft was sold in 1971 and partially restored in Chino, CA.

Elmer Ward purchased the P-51D in 1975, and fully restored and maintained the aircraft until his death in 2007. He named the plane “Man O’ War,” using the authentic 4th Fighter Group paint scheme of Kinard’s “Man O’ War” of WWII.

Elmer was a member of the CAF for many years, and flew his aircraft in many air shows in the western states. The

CAF will fly, display and maintain the P-51D at Camarillo Airport in Elmer’s memory for the pleasure of the public and for making many dreams come true.

Wings Over Camarillo Air Show



© Photo Courtesy of Harlis Brend & Eric Van Gilder
Volunteers from the CAF and EAA who will be working during the upcoming “Wings Over Camarillo” Air Show on August 21 and 22 gathered for a group photo in front of the CAF’s Maintenance Hangar.

Be sure to make plans to be at Camarillo Airport on August 21 and 22 for a wonderful air show. One gathering of warbirds is of particular interest: we will have Carter Teeters flying the FM2 Wildcat; Clay Lacy flying the F7F Tigercat; and our CAF pilots flying our F6F Hellcat and F8F Bearcat. Talk about a “Herd of Cats!” Wow!

Wing’s Air Show Schedule: 2010

Aug 21, 22	Wings Over Camarillo/ EAA	All aircraft
Oct 7	Tucumcari, NM	F6F, F8F
Oct 9, 10	Airsho 2010, Midland, TX	F6F, F8F

This schedule is tentative, so if you plan on attending any air show, please call us at (805) 482-0064 for updates.

Sick Bay

Bob Smith, one of our Docents Extraordinaire, has had surgery and bouts with infection. Call him at 310-559-2989

Hangar Fund Donors – Thru May, 2010

Many thanks to the following for their donations to our Hangar Fund:

David Baker	Richard Johnson
Isaac Brown	Robert H. Smith
Stephen Doerfler	Paul Woidke
Russell Drosendahl	

PETE JACOBS

Wartime Radio REVUE

www.petejacobsbands.com

SAT. AUGUST 21ST 6:00 PM
TO
10:00 PM

DIRECTLY FOLLOWING THE AIRSHOW



CAF SOCAL WING ★ COMMEMORATIVE AIR FORCE HANGAR

WARTIME RADIO REVUE WILL BE PERFORMING IN THE
BEAUTIFULLY RESTORED COMMEMORATIVE AIR FORCE HANGAR
SURROUNDED BY VINTAGE WWII AIRPLANES.

FOR LOCATION & INFO CONTACT: CAF (805) 482-0064, Steve Jr. (805) 223-1077
\$35.00 per Person Includes: Admission, Dinner, 1 Drink Ticket