

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 Tyson Rininger

"The U.S. Navy – Past & Present" –
Special Event at CAF-SoCAWing Dec. 4

Visit us on line at www.cafsocal.com

MERRY CHRISTMAS



© Photo by Steve Barber, Jr.

Cols. Jason Somes, Steve Barber, Sr., and Ken Gottschall, three of our pilots who have been largely responsible for our successful air show season. They also have been wonderful ambassadors for our Wing at far-flung air shows. Thanks to them and to all the other pilots and personnel participating in our 2011 air show programs.

Wing Staff Meeting, Saturday, December 17, 2011 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.

December 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Museum Open 10am to 4pm Every Day Except Monday and major holidays				1 Work Day	2	3 Work Day
4	5 Museum Closed	6 Work Day	7 Pearl Harbor	8 Work Day	9	10 Work Day
11	12 Museum Closed	13 Work Day	14	15 Work Day	16 Docent Meeting 3:30	17 Work Day Wing Staff Meeting 9:30
18	19 Museum Closed	20 Work Day	21	22 Work Day	23	24 Christmas Eve
25 Museum Closed Christmas Day	26 Museum Closed	27 Work Day	28	29 Work Day	30	31 New Year's Eve

STAFF AND APPOINTED POSITIONS				IN THIS ISSUE	
Wing Leader	* Steve Barber	(805) 302-8517	f8f2cat@gmail.com	Wing Calendar	2
Executive Officer	* John Woolley	(805) 407-4800	jwools@sbcglobal.net	Staff and Appointed Positions	2
Adjutant	* Norm Swagler	(805) 482-6994	nrwagler@live.com	CAF Awards to SoCAWing	3
Finance Officer	* Casey de Bree	(805) 389-9185	scdebree@aol.com	New Wing Staff Officers	3
Operations Officer	* Jason Somes	(818) 292-4646	nbnh@aol.com	Radial Engine Class	3
Maintenance Officer	* Ken Gottschall	(818) 439-5885	kgts@netzero.com	Casey de Bree: Man For All Reasons	4
Safety Officer	* Shari Heitkotter	(559) 285-0430	planejanex15@gmail.com	KNILM DC-3 PK-AFV	5
Museum Manager	John Woolley	(805) 407-4800	jwools@sbcglobal.net	Red Tail escorts	6
Gift Shop Manager	Jim Tierney	(805) 522-7067	jirneriet@aol.com	Remembering June Hubbard	6
Public Info Officer	Pat Brown	(805) 479-2221	(no e-mail)	Wing Christmas Party	6
Hangar Event Mgr	Stephen E Barber	(805) 223-1077	barber.stephen@gmail.com	Wing Photo Page I: PX Goodies	7
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Air Show Coordinator	Bill O'Neill	(805) 495-4915	scwairshow@aol.com	Message to Mike	11
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				Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501	

* Denotes Staff Position

CAF Awards to CAF-SoCAWing

Our Southern California Wing garnered six awards at the recent CAF Awards Ceremony held during CAF's AIRSHO 2011 in Midland, Texas.

The awards included:

Silver Magnolia Award

Steve Barber, Jr.
Casey de Bree
Dick Troy

Distinguished Maintenance Award

Ken Gottschall
Les Bedding and Spitfire Team
Marc Russell and PBJ Team

Congratulations to these members who have contributed so much to our Wing!

New Wing Staff Officers: 2012-2013

The following Wing Staff Officers have been elected in our SoCAWing Election – 2011:

Wing Operations Officer: Col. Jason Some
Wing Finance Officer: Col. Craig Bennett
Wing Adjutant: Col. Norm Swagler

They will be serving two-year terms beginning January 1, 2012. They join the following Wing Staff Officers to form Our Wing Staff:

Wing Leader: Col. Steve Barber, Sr.
Wing Executive Officer: Col. John Woolley
Wing Maintenance Officer: Col. Ken Gottschall
Wing Safety Officer: Col. Shari Heitkotter

Congratulations to the new Wing Staff Officers!

We look forward to continued success in all our Wing's activities in 2012, and we pledge continued support to our Wing Staff. We look ahead to their working closely together for the benefit of all our members and for the Improvement of our Southern California Wing!

Soar Like An Eagle! and Keep 'Em Flying!

Warbird Radial Engine Class

Joe Peppito has recently survived a serious auto accident which occurred at the corner of Las Posas and Ventura Blvd. In Camarillo.

As a result of the accident, with Joe having to recuperate for a few days, the Warbird Radial Engine Class was postponed to Saturday, November 12.



© Photo by Dave Flood

Col. Joe Peppito with one of his favorite radial engines

We all know by now that a mere auto accident cannot keep Joe Peppito from fulfilling his duties as one of our "Vintage Vets." He is back in harness, guiding a group of young CAF Cadets, plus some CAF-SoCAWing member colonels in the pursuit of learning the innards of a warbird radial engine – namely, the Lycoming 9-cylinder R-680.



© Photo by Dave Flood

Joe, 2nd from left, showing his students the basics of the Lycoming radial engine.

Joe is being assisted in the class by Jim Stirone. They plan to have the students take the engine apart, check all parts, then put it back together and paint it for further use by the Wing. A mother of one of the Cadets is in the class.

Casey de Bree: Man For All Reasons



© Photo by Dave Flood
Col. Casey de Bree

I was born a Dutch citizen in 1935 in the city of Bandung, West Java, Indonesia, then known as the Dutch East Indies. My Parents were both from Holland and my father was a KLM airlines employee who managed a maintenance facility for a KLM subsidiary airline, known as KNILM, at the Andir airfield near Bandung. Andir is now known as Husein Sastranegara International airport. KNILM operated a variety of aircraft, including Douglas DC-2, -3, and -5, Lockheed 12 and 14, Sikorsky S-43, and several Fokker and Grumman aircraft.

Holland was already occupied by Germany by 1941 and in April 1942 the Japanese were extending their reach into the South Pacific and the British and Dutch forces were able to put up only token resistance, resulting in the Japanese occupying Java without a fight. When the occupation became immanent, an air evacuation of KNILM airline personnel to Australia began a few days before the island fell to the Japanese. A day before the occupation of the island, space on an aircraft became available and it was our turn to be evacuated. My father came home in the midst of an air raid and took my mother, sister and me, with two hastily-packed suitcases, to Andir airfield for a night flight to Broome, Australia on a company DC-3. The last KNILM DC-3 evacuation flight from Java left the next morning and crash landed on the west coast of Australia after being strafed and set on fire in flight by several Zeros in the early morning. We felt fortunate that our flight had not suffered the same fate.

Our DC-3 took us from Broome to Sydney in Eastern Australia where we remained until March, 1943. I did not know any English and learned the Australian version of English in short order. We subsequently boarded a small, slow, cargo ship for a dicey unescorted trip across the South Pacific from Sydney to San Francisco. The trip lasted three weeks and our luck again held out in that we were not detected by any Japanese submarines, which was a serious concern.

We settled in North Hollywood, CA, and, after the war ended in 1945, my father was involved with the acquisition of new aircraft for KLM as new Lockheed 049 "Constellations" and Douglas DC-4s were purchased, as

well as surplus C-47s which were refurbished into DC-3s. That ended in 1947 and we did not want to return to a war-torn Holland, so we applied for US citizenship and a 23-year career with KLM came to an end for my father. My family and I became US citizens in 1952.



KLM Lockheed 049 "Constellation"

I went on to earn an engineering degree from UCLA in 1957. While there was a military draft at that time, we all had educational deferments, which meant we were all but certain not be drafted upon graduation. I wanted to give something back to the generous country that had taken my family in when we no longer had a free country of our own, and I enrolled in the Navy ROTC program at UCLA and earned a commission in 1957 as Ensign, USNR upon graduation. My American-born classmates did not want to be in the military and their deferments spared them from that honor and they started their engineering careers immediately upon graduation. Acceptance of the educational deferment made you draft-eligible to age 26, but as a practical matter, no one over the age of 19 was drafted and we were age 22 at graduation.



© Photo U.S. Navy
U.S.S. Carter Hall, LSD-3

I served in the amphibious navy aboard the USS Carter Hall LSD-3 for one year and served an additional year on shore duty on Okinawa. Being one of only 13 officers on a 450 foot, 7,700 ton ship, you receive a lot of responsibility very quickly. While my classmates who served on cruisers and carriers stood communications watches, I was standing officer of the deck watches while the ship was underway, which usually meant I was the senior officer on the bridge and the ship was under my control during my

watch. It was a lot of responsibility for a 22-year old kid. "Join the Navy and see the world" was true for me. The ship did a 6-month tour of the Western Pacific and we put into a variety of Asian ports

My military obligation as a reserve officer was two years and I left the Navy in 1959 for a civilian career in engineering. I worked in various engineering, marketing, and program management capacities for several companies, retiring in 1999 after 20 years in aerospace program management with Hughes Aircraft Company, which was acquired by Raytheon during that time. I was fortunate to have traveled widely in the course of my employment, to Europe, Scandinavia, Asia, and the Middle East.

I lived most of my adult life in Orange County, CA, and my better half, Sarah, and I moved to Camarillo in December, 1999 upon retiring from Raytheon. I joined the CAF and the Southern California Wing in May, 2000.



© Photo by Dave Flood

Casey, while Wing Leader, receiving a much-deserved award from Dick Troy.

I have served on the Southern California Wing staff for almost 11 years; more than a year as Adjutant, 4 years as Wing Leader, and a little more than 5 years as Finance Officer.

Editor's Note:

Casey was also a Docent, and still takes people on tours through our facilities when there are more visitors than the docents on duty can handle.

Bill O'Neill compiled a list of duties that Casey has handled with much expertise, It is extensive, but probably is not all-inclusive:

Rides: paper work regarding the Mustang rides which needs to be sent to Midland. Tracking down information which Midland needs, as well as the membership letter to HQ;

Cash Donation Forms: \$250 and up for any reason. Also – aircraft sponsorships, aircraft funding accounts at HQ;

*Tax-exemption paper work for the aircraft and building;
Museum reconciliations on a weekly basis;
Sales tax on a quarterly basis;
Reconciling monthly fuel bills by aircraft for posting into the financial system. Finding the owners and billing addresses for unrecognized aircraft purchasing fuel on wing's account;
Compiling annual fuel purchases for federal road tax reimbursement;
Mail disbursement;
Mailing memberships to HQ with appropriate funds;
Maintaining membership database in Microsoft Access;
Preparing mailing for members not renewing;
Preparation of quarterly financial reports to HQ;
Handling annual financial audit conducted by HQ;
Paying bills – including checking on proper authorization;
Setting up pages of "Flight Line" – pagination, updating page 2 (calendar/staff officer listing/contents), re-configuring cover page, converting all pages to PDF format; and printing copies for those without computers;
Being available to answer any and all questions and solve countless problems with grace and quickness. He is a Compendium of Wing knowledge. Members go to him with every little thing they can't solve, from credit card machine procedure to cash register operation to storage bin access. The list is practically endless.*

The Editor is forever thankful that Casey will continue to work with him on getting the "Flight Line" put together and printed. This partnership has been going strong for many years, and hopefully will continue on for several more.

Thanks to Casey for all his exemplary work on behalf of our Wing. Would that we could clone him. He will not be on the Wing Staff next year for the first time in over ten years, but something tells me that he will still be answering other members' questions on a variety of subjects.

He is our Man For All Reasons!

KNILM DC-3 PK-AFV and the Mystery of the Missing Diamonds

Casey mentioned that a KNILM (KLM subsidiary) DC-3 had been shot down by Zeroes when it reached Australia.

On March 3 1942, KNILM aircraft PK-AFV was transporting nine refugees from Bandung, Dutch East Indies to Broome, Australia when it was attacked by Japanese Zeroes. Ivan Smirnov, a Russian WWI ace, was the DC-3's pilot. He crash-landed the plane into the surf of Carnot Bay, with no casualties. However, the Zeroes then strafed the plane, killing four of the passengers, including a baby.

The pilot had been carrying a package which turned out to hold diamonds worth between 10 and 19 million in 2010 dollars. A seaman from Broome, arriving at the crash scene, found the package in the surf, and later handed over 20,000 British pounds worth of diamonds. The remainder of the diamond fortune has never been found.

Red Tail Escorts

[MountainViewsNews](#) on Oct 11, 2011

The Sierra Madre community is packed with unique individuals from all walks of life. Some of these individuals are veterans with incredible stories. We would like to recognize and thank these men and women.

One local man, Kenneth Anhalt, was a Staff Sergeant who served as a B-24 gunner in the Air Force during World War II. He served in the 15th Air Force in Italy between the years 1942-1945, participating in approximately 28 -- 30 missions.

At one point during the war, he experienced the life-changing event of being saved by some devoted black fighter pilots known as the Tuskegee Airmen. During his time serving, he was given a mission to fly as part of the crew of a B-24 four-engine bomber over the Swiss Alps into Germany, bomb a designated target, and then return back to Italy.

After hitting their target successfully, they were shot at by a German fighter plane, causing them to lose two engines. With a crippled plane and death seemingly eminent, the bomber crew felt like they were experiencing their last moments alive.

Suddenly, off the tip of each wing, two "Red Tails" – U.S. P-51 fighter planes - appeared. The tails of all Tuskegee Airmen planes were painted red so they were easy to identify. The bomber pilots were told via radio traffic that there were German fighters in the area, but these did not attack because the Red Tails escorted the bomber back to its base in Italy.

Usually, when the bombers reached the target area, they were met with heavy anti-aircraft fire (flak) from the Germans. Most fighter-escorts would leave the bombers while they were over the target in order to evade all the flak, and then re-join them after they finished their bombing run.

Mr. Anhalt said he was always impressed by the fact that the Red Tails did not leave the bombers when they reached their target area, like the other fighter squadrons did. The Red Tails stayed with the bombers the whole way. The Tuskegee Airmen operated their missions with the highest caliber, dedication, and skill. Staff Sgt. Anhalt is forever thankful to the men of the Tuskegee Airmen of the 99th Fighter Group – who saved him and the other members of his B-24 crew that day.

Kenneth Anhalt is now the grandfather of a U.S. Air Force F-22 Raptor fighter pilot. The CAF honors the Tuskegee Airmen with a flying P-51 Mustang in their colors.

[Thanks to Dan Cuvier for this story.](#)

Remembering June Hubbard

She had been active for years,
Volunteering into her eighties,
Helping at our Aviation Museum,
Always willing to do whatever.

Sometimes she seemed to wander,
And would act distant,
As if thinking of things past,
And remembering those friends now gone.

Then she didn't come at all,
And we learned she had moved away,
And was in an assisted-living home
Nearer to her daughter and family.

We continued to send her our newsletter,
And always hoped that it would reach her,
And perhaps remind her of days
When she was among friends at CAF.

But one day the newsletter came back
Marked: "Not deliverable as addressed,
Unable to forward."

She was now unreachable – but still in our
Thoughts, and memories, and prayers.

+++++

Editor's Note: the above poem was written in early November, after the envelope containing our November newsletter was returned by the post office. On November 15 we received calls from Ron Fleishman and Lloyd McAfee telling us that June had died that morning.

A memory of June will be published in our January issue, and the Wing will have a Memorial Service in June's memory sometime soon. Rest in peace, dear friend.

Wing Christmas Party

Our annual Christmas Party will be held on Thursday, December 1 at the Wedgewood Banquet Center, 5880 Olivas Park Drive, Ventura. The banquet center is located at the Buenaventura Golf Course.

The social hour will start at 6:30 p.m., with dinner served at 7:30 p.m. We should wrap up by 10:00 p.m. Our annual auction will follow the dinner, and will be a highlight of the evening – hopefully again with that debonair auctioneer, David Baker, doing his best to auction off valuable keepsakes from members' treasure-troves to make money for our Wing. Please bring your valuables to the party to be included in the auction.

The dinner again will be buffet style, with delicious barbecue chicken, tri-tips of beef, red potatoes, salads galore, garlic bread, coffee and tea, and dessert.

Cost is \$35 per person. Please bring or send your check to Casey de Bree ASAP.

Wing Photo Page I: PX Goodies



© Photo by Dave Flood

Our planes on SoCAWing t-shirts and caps at a steep discount for Wing members! So far we have the Bearcat, Hellcat, Man O' War, SNJ-5 #290 and Zero. T-shirt sizes available: small to XXXL.



©Photo by Dave Flood

Plenty of toys for the kids !



©Photo by Dave Flood

"China Doll" t-shirts, airplane models, mugs, So Cal Wing caps, etc., etc.

Plenty of time to do your Christmas shopping at our CAF Aviation Museum Gift Shop. 20% discount to members, and 10% discount to Friends of the Museum.



© Photo by Dave Flood

"Ghosts" 2012 calendars, So Cal Wing polo shirts, Smithsonian E-Z Build model kits, and more.



© Photo by Dave Flood

Gorgeous aviation art by Randy Mytar, magnets in a box, aviation playing cards, books about Point Mugu Naval Air Station, Ventura County Seabees, and more.



© Photo by Dave Flood

Col. Roland A. Fogel and his son Patrick, who is modeling one of our caps. Each cap has the name and photo of one of our planes. Janet Rizzoli and her crew have done wonderful work in getting this terrific merchandise on display for you to buy and enjoy!

U.S. Naval Aviation Centennial: 2011

Naval Air Transport Service (NATS)

From *Wikipedia*

The Naval Air Transport Service, or NATS, was a branch of the U.S. Navy from 1941 to 1948 (when it merged into the Military Air Transport Service, MATS). At its height during WWII, NATS totaled four wings of 18 squadrons that operated 540 aircraft with 26,000 personnel assigned.

Five days after Pearl Harbor, Capt. C. H. Schildhauer presented a detailed plan for a naval air transport program to the Secretary of the Navy, Frank Knox. Knox immediately approved the plan and the Naval Air Transport Service was created.

This was a tall order, since the largest transports operated by the Navy at this time were four R2Ds (DC-2s). The first military transport version of the DC-3, the C-47, was first flown on December 23, 1941. Throughout the war, the Navy obtained its R4Ds (C-47s, DC-3s) and, later, the R5Ds (C-54s, DC-4s) from U. S. Army contracts. Initially, additional DC-3s were appropriated from the commercial airlines.



Douglas R4D – Naval Air Transport Service

On March 9, 1942, NATS Squadron VR-1 was commissioned at NAS Norfolk with four R4D aircraft, 27 officers and 150 men. Initially, most of VR-1 flights were south, in support of the Atlantic anti-submarine effort. "VR" is the Navy's acronym for transport squadron – "V" for "heavier-than-air" and "R" for "transport." Eventually, NATS east-coast headquarters was moved to Patuxent River NAS, Maryland.

The next month, the Navy contracted with American Airlines to operate the R4D school at Meacham Field, Fort Worth, Texas. The 30-day school included 30 hours of flight instruction and 30 hours of inflight observation. Student capacity was 30 per month. The Navy relied heavily on the expertise of former Naval aviators who had gone to work for commercial airlines, and had been recalled to the Navy because of WWII.

On April 1, 1942, VR-2 was commissioned at NAS Alameda, California. VR-2 initiated NATS transoceanic

service on May 15, from Alameda to Honolulu – with a Sikorsky flying boat. VR-3, NATS's transcontinental squadron, was commissioned on July 15, 1942 at the



Douglas R5D SkyMaster - NATS

Fairfax Airport, Kansas City, Kansas – with four R4Ds appropriated from Trans World Airline. NATS also established its headquarters at Fairfax. In October, NATS moved its operation to the newly-completed NAS Olathe, 25 miles to the southwest of Kansas City. The same month, the Pacific Wing Command was established in Honolulu.

NATS was a specialized transportation outfit serving only where the Navy had a direct interest, carrying large quantities of lend-lease equipment, evacuating wounded from Pacific campaigns, and equipped and capable of supplying the urgent, special and far-flung needs of the Navy's sea armada.

An example of how NATS met emergencies was shown during the Guadalcanal campaign. The F4F Wildcat fighters needed detachable belly tanks asap to maintain the combat air patrols over our lines. NATS rushed the tanks from the manufacturer to Henderson Field in record time. An electrical fire aboard a submarine required some nine tons of replacement equipment. Thirty-six hours later, NATS had delivered the equipment after a flight of 10,000 miles.

There were four main lines in NATS: the continental U.S. service; the Alaskan and Aleutian service; the Pacific service; and the Atlantic service. The inland route crossed the country from New York and Patuxent River, MD to Oakland, San Diego and Alameda. On the east coast, branch lines extended from Argentia, Newfoundland to Boston, New York, Philadelphia, Washington, Norfolk, Charleston, Jacksonville, Pensacola and Corpus Christi. The cross-country stops were at Lynchburg, Nashville, Little Rock, Fort Worth, El Paso and Tucson.

The Alaskan and Aleutian service consisted of only land-based planes. Specially winterized Douglas R5D Sky-masters and R4D Skytrains flew regularly between Seattle, Kodiak, Dutch Harbor and on to the faraway points in the

NATS, continued...

Aleutian chain of islands. The vast amount of information on weather data operations and technical improvements that NATS collected during its operation in Alaska added much to the security and efficiency of peacetime operations in this area.

The Pacific route was a flying boat service extending from Alameda, through Pearl Harbor, to Australia. From this service came very valuable information (and bases) which helped us immeasurably in post-war aviation commerce.



The Martin PB2Y – NATS mainstay in the Pacific

The Atlantic service, extending from Labrador, through the West Indies, and as far south as Rio de Janeiro, also included a special summer service to Greenland and Iceland. Fingers of this section of NATS covered the many islands of the Caribbean, Panama, our South American bases, and a route to Africa across the South Atlantic.

Perhaps one of the most spectacular developments credited to NATS was the operation of the huge Mars flying boats. The Martin Mars was a huge airplane, with a wingspan of 200 feet, the length of a city block, and a height of 48 feet, approximately 4 or 5 stories. The Mars was the largest aircraft in operation from its first flight in 1942 until the first Boeing 747 flew. The two-story interior was as big as a 15-room house, and the flight deck could be a studio apartment. A spiral staircase connected the flight deck with the cabin. The Mars remains today the largest operational flying boat, and, next to the Spruce Goose, the second-largest flying boat ever built.

The Mars type was born in the late 1930s with a contract from the US Navy for a new patrol bomber flying boat. After three years, 60,000 lbs. of aluminum alloy, 3 million rivets, 2 miles of conduits, 7.5 miles of wire, and 300 gals. of paint – the prototype was completed. On November 5, 1941, XPB2M-1, nicknamed “Old Lady,” was launched from the Martin factory in Little River, MD into the Patapsco River. It would not take flight for six months.

It was decided to convert “Old Lady” to a transport aircraft, rather than a patrol bomber. The Navy required better supply lines to Hawaii following the attack on Pearl Harbor, and the Mars was a natural choice.

The gun turrets were removed, and the aircraft was prepared for transport duty. Finally, on the 23rd of June, 1943, the redesignated XPB2Y-1R made its maiden flight.

After being delivered to NATS in November, 1943, “Old Lady” broke many records, including flying non-stop from Patuxent River NAS to Natal, Brazil, a distance of 4,375 miles. The Mars was carrying 13,000 lbs. of cargo, which put it 8,500 over its maximum certified gross weight of 140,000 lbs. On the return trip (made in four legs), the Mars broke another record by carrying 34,841 lbs. of cargo from Belem, Brazil to Trinidad, British West Indies.

In 1944, “Old Lady” was delivered to VR-2 of NATS in Alameda, CA to be used on the longest over-sea air route in the world (at that time) – California to Hawaii, a distance of 2,400 miles. “Old Lady” did an outstanding job in the role, carrying loads as heavy as 20,000 lbs.. Before being retired in 1945, “Old Lady” carried a total of over 3 million lbs. of cargo.

Successors to the “Old Lady” were new Mars flying boats designated “JRM,” with increased fuel capacity enabling them to go 5,000 miles with larger payloads. The new Mars flying boats were nicknamed “Marshall Mars,” “Marianas Mars,” “Philippine Mars,” “and Hawaii Mars.” All were delivered to VR-2 for service on the CA-Hawaii route.

The last Mars delivered was the “Caroline Mars,” with powerful P&W R-4360 Wasp Senior radial engines. Each engine had four rows of 7 cylinders, a total of 28 cylinders per engine. Each engine produced 3,000 hp, for a total of 12,000 hp for the four engines. The two remaining Mars, “Hawaii” and “Philippines” are based at Sprout Lake, B.C. and are extensively used as fire bombers.



A Martin JRM Mars over the Golden Gate Bridge

The safety record of NATS was an outstanding one, considering the hazardous weather of the North Atlantic route, and the special difficulties encountered in the Alaskan service. The record was due to excellent management, built on a foundation of the best of America’s commercial aviation experiences and the training given new pilots. Wherever the cargo was needed, NATS was ready to get it there.

The U.S. Navy -
Past & present

Honoring U.S. Naval
Aviation's Centennial

2011

Commemorative Air Force Southern California Wing

CAF – Aviation Museum Hangar
455 Aviation Drive, Camarillo, CA 93010

2:00 p.m., Sunday, December 4, 2011

Keynote Addresses
WWII Warbird Flights
Aviation Museum Tours
Christmas Shopping-PX
Great Photo Ops



© Photo by Tyson Rininger
Mark Hubbard flying "Minsi III" in
Navy Legacy Flight with FA-18s



Capt. Mark Hubbard, USN
Commander, Strike Fighter
Wing, U. S. Pacific Fleet



© Painting by Tony Weddel
Lt. Cmdr. David McCampbell, USN
Medal of Honor - WWII - 1942



Award-winning author & historian
Bruce Gamble – "Pacific War – Pearl
Harbor to VJ Day: 1941 – 1945

Museum Notes

by John Woolley

The Museum docents were quite busy in November providing tours to numerous groups such as sixty 4th and 5th graders of the Oxnard Larsen Elementary School on Thursday, 11/10, Girls Scouts on 11/16 and hosting a luncheon and tour of the Poinsettia Women's Club of Saticoy on Wednesday, 11/9. The Larsen School tours were led by Ron Fleishman, Ken Wright, Charlie Carr and John Knopp.



© Photo by John Wooley

Charlie Carr, our CAF-SoCAWing Docent, with some of the enthusiastic students from The Larsen School.

Our Wing also co-hosted upwards of three hundred community and veterans on Sunday, 11/13, for a Military Family's Appreciation Day. In attendance and honoring military families and veterans were a USMC Honor Guard; Capt. David Sasek, Chief Staff Officer, Ventura County Naval Base; California State Senator Tony Strickland and Ernie Villegas representing California State Assemblyman Jeff Gorell. Museum and Wing members volunteering their services to make this a successful day were Sheryl O'Neil, Charlie Carr, Ken Wright, David Spence, Ron Fleishman, Mike Perrenoud, Greg Mead, Jim Hinkelman and John Woolley.



© Photo by John Woolley

USMC Honor Guard at Veterans' Day Event

Message To Mike

by Dan Newcomb, PBJ Crew

I'm going to depart from my normal report and put the spotlight on a member of our wing. This guy has been around the hangar for the last few years and goes about things so quietly that I am sure several members don't know his name.

When you do see him he is usually back in the fabric shop and he is always busy. Mike Hohls was taught the art of fabric repair by Gil Brice, and after Gil died Mike has become our resident "Rag Wing Guru."

Part of the fabric process entails painting, so Mike has taken great pains to learn as much about that subject as he can. So now Mike has become our "Paint Guy" as well, and he has done most of the painting on the PBJ in the last couple of years.

Now he has found another area of expertise to add to his expanding résumé. Col. Hohls has become our resident "Surface Corrosion Removal Specialist" and "General Surface Restoration Engineer" and the work he has done on our PBJ is simply amazing.

Mike is a natural "jack of all trades" kind of guy, and you might assume that he works as a mechanic or is in the trades and you would be wrong. Mike is a pilot for United Airlines, and came to that after a career in the Air Force, flying, most notably, A-10 "Warthogs" in combat in Bosnia.

Well someday, "Dude," you will fly a PBJ-1J at air shows in California!

Thanks, Mike, for being part of our wing and part of our PBJ crew.



© Photo by Dan Newcomb

Col. Mike Hohls doing his job as "General Surface Restoration Engineer." Mike took over the Fabric Restoration Shop after Gil Brice passed away, and has become proficient in that critical area.

“The 30th Trip” or “Why A Guy Gets Nervous In The Service”

by Jack Narz, Capt. USAF – former CAF-SoCAWing Member

Jack Narz was a well-known TV host and a member of our Wing. He was a C-46 pilot in WWII in the CBI Theatre. Jack passed away at the age of 85 in 2008. Pat Brown brought this poem to our attention from the vast wealth we have in our museum collections. Jack had donated many artifacts to our Aviation Museum.

His wife was a flight attendant who flew with Russ Drosendahl at TWA.

Jack had written this poem and sent it to his family just after an eventful trip over the Himalayas to China and back to India.

The weather o'er the Hump was black last night,
It racked our ship like a paper kite.
From take-off till land, it was touch and go,
With Nature in all her fury, throwing hail, ice and snow.

The first two hours were the toughest part,
But our ship, “Rum Runner,” fought with all her heart.
We had updrafts, downdrafts, lightning and weird noise,
That scared the hell out of me and the boys.

We twisted and turned and fought like mad,
And the radio op. yelled, “My set's gone bad.”
A glance at the co-pilot assured me that he,
A kid fresh from school, was more scared than me.

A look at the clock, a fervent prayer,
One more hour and we should be there.
The let-down over China was smooth and nice,
And at 8,000 feet we got rid of our ice.

Those runway lights were a welcome sight,
And the co-pilot sighed, “My God, what a night!”
The eventful trip over had come to an end,
And the sign on Operations was like seeing an old friend,
Six friendly American words in a foreign land,
They say, “Good Work, You Made It Again.”

The return home was a much better hop,
With an empty ship we could go “over the top,”
While the co-pilot flew I relaxed in my seat,
My thoughts turned to India with her filth, rain and heat.

I checked on the time and ventured a guess
That we'd be home in three hours or less.
But it seems that this day, Old Lady Fate
Had a few tricks she was saving till late.

Our home base radio was off the air,
Because of an overcast, we didn't know we were there.
Our time was up, our gas was low,
All eyes strained for a landmark below.

Then, even though we'd had trouble enough,
One of our engines began to run rough.

“Ye Gods,” cried the co-pilot, “the left engine's spitting.”
We looked out the window, and there she was – quitting.

She tried for a while, then gave her final cough,
So we feathered the prop, and shut the left engine off.
But once again my 'last minute luck' held true,
And we spotted a hole we could circle down through.

When we got underneath, part of our troubles ceased,
For there lay our field, five miles to the east.
I called the tower for an emergency landing,
“Clear the field, have the ambulance handy.”

“Rum Runner', you're cleared for number one,
Land northeast, and good luck, son.”
On final approach, with gear and flaps set,
We brought her in, the crew bathed in sweat.

We touched the ground, and rolled to a stop,
The only comment was from the radio op.
“Aha – Old Mother Earth, even tho' thou art India,
I love ya, I love ya - God! – how I love ya!”



Jack Narz

November 13, 1922 – October 15, 2008



© Painting by Gerald Coulson

In March 1944, a combined force of RAF, RAAF, RNZAF and RCAF aircrew, in atrocious weather, flew their Mosquitoes and Typhoons on an ultra-low level mission to 'spring' French Resistance fighters from the Amiens prison, then under control of the Gestapo.

Wing Photo Page II



© Photo by Lilian Darling Holt
The Ventura County Wing of the 99s – Women Pilots Group – hosted girl scouts recently at our CAF-SoCAWing.



© Photo by Lilian Darling Holt
Stephanie Russell, Marc's wife & Katelyn's mom, and a member of the 99s, spoke to the girls about her job as an airline pilot.



© Photo by Lilian Darling Holt
Ceci Stratford, right, helping the girls with one of their projects. Jim Hinkelman and Dick Roberts also helped out in showing the girls our facilities.



© Photo by Sheryl O'Neil
The "Bloody Mechanic" (Jennifer B.), "Rag Mop" (Sheryl O'N.) and "Garrulous Gorilla" (Ron F.) ready to scare the bejeebers out of visitors to our Wing Halloween Party.



© Photo by Sheryl O'Neil
"Garulous Gorilla" inviting guests to take a tour of the haunted C-46 "China Doll"



© Photo by Sheryl O'Neil
"Coffin Man" (Robert B.) rising from the dead out of his cozy coffin inside the haunted C-46. Dustin Gelbard and crew put on a very scary party!

Mission Impossible: Completed

A mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II.

An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot - then continued its crashing descent into the rear of the fuselage of a Fortress named 'All American,' piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak.

The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through - connected only at two small parts of the frame, and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunners turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned, and all the control cables were severed, one single elevator cable still worked, and the aircraft still flew - miraculously!

The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon all alone in the sky. For a brief time, two more Me-109 German fighters attacked the "All American." Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to

shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the "All American" as it crossed over the Channel, and took one of the pictures shown. They also radioed to the base describing that the empennage was waving like a fish tail, and that the plane would not make it and to send out boats to rescue the crew when they bailed out.

The fighters stayed with the Fortress, taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway - while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear. When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured.

No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.



[Thanks to Gary Barber for this extraordinary story.](#)

Wing Photo Page III



© Photo by Gene O'Neal

Col. Jason Somes doing his signature aerobatic show at Nellis AFB Air Show in our Mitsubishi A6M3



© Photo by Gene O'Neal

Col. Jason Somes in our Zero – after his crowd-pleasing aerobatic flight over the Nellis AFB Air Show attendees.



© Photo by Dave Flood

Rob Hertberg, new member, with his AT-6. Rob is also an ex-Air Force F-16 pilot. Welcome to our CAF-SoCAWing, Rob!



© Photo by Avery Willis

Oxnard High School Junior ROTC students on a recent trip to our CAF Aviation Museum.

There are 115 students in the Jr. ROTC at OHS, grades 9-12. Their objective is to produce outstanding citizen leaders who will become contributing members of our community and nation. Major Dale Weaver is Senior Aerospace Science Instructor at Oxnard High School's Junior ROTC program. We are proud to have them visit us, and we look forward to having them come back often.



© Photo by Eric Van Gilder

Michael Maloco's T-34 "Viper" flying over the USS Milius off Santa Barbara during Veterans' Day



© Photo by Eric Van Gilder

Douglas C-47 "Betty's Biscuit Bomber" from the Estrella Warbird Museum, Paso Robles flying with "Viper" and Ron Aldredge's T-34 over Santa Barbara. Marc Russell's T-34 was "scratched" - engine trouble.

FRANK B. MORMILLO: Aviation Photographer Par Excellence

Frustrated in his efforts to become a fighter pilot because of a minor astigmatism discovered just before he was to report to NAS Pensacola, Florida for training, Frank B. Mormillo still enjoyed photographing airplanes. So, he turned instead to a career in photojournalism, eventually specializing in covering aviation, military and auto racing subjects, though he did photograph a variety of other subjects as well.

Over the years, in the course of his work as a photojournalist, Mormillo did get to fly in a wide variety of military aircraft with the United States Air Force, Navy, Marine Corps, Army and Coast Guard, as well as with the British Royal Air Force. He even sailed on Navy and Coast Guard ships and operated in the field with Army and Marine Corps ground forces during realistic combat training exercises.

For over 35 years, Mormillo also covered all sorts of motor sports events, and was the track photographer at both the Riverside International Raceway and the Ontario Motor Speedway in California until they closed. For 21 years, he also lectured on photography and photojournalism and operated photo lab facilities as a staff member at the college and university level.

Well known in the civilian warbird community, Mormillo has also been involved with the Planes of Fame Air Museum (now located at the Chino Airport, California) since 1957. His college senior internship was as a public relations specialist with the museum and, since 1980, he has been the museum's media relations coordinator, in which capacity he also serves as a photographer and historian.

In the course of his career as an aviation photojournalist, Frank Mormillo has flown in all sorts of military and civilian aircraft, from the Curtiss JN-4D Jenny biplane of 1917 to the supersonic McDonnell Douglas F-4 Phantom II.



© Photo Courtesy of Frank Mormillo

Here's Frank at work in the Planes of Fame's B-25 "Photo Fanny"

Some of Frank's memorable photos of our planes:



© Photo by Frank B. Mormillo



© Photo by Frank B. Mormillo



© Photo by Frank B. Mormillo

Thanks, Frank, for your continued devotion to our CAF-SoCAWing! We look forward to more of your great photos in the years to come!

Wing Photo Page IV: Lemoore Show



© Photo Courtesy Capt. Mark Hubbard, USN
Cols. Mark Hubbard in the Bearcat and Jason Somes in the Mustang flying with B-25J Mitchell "Executive Sweet" at the Lemoore NAS Air Show.



© Photo Courtesy Capt. Mark Hubbard, USN
Mark Hubbard in our Bearcat sandwiched between Two FA-18 Hornets in a Legacy Flight. Note the size difference between the WWII-era fighter and the FA-18.



© Photo by Dave Flood
The Grumman F6F-5 Hellcat would have been flying but for major engine overhaul.



© Photo Courtesy Capt. Mark Hubbard, USN
Here's Capt. Mark Hubbard, USN flying the Bearcat in a classic Legacy Flight formation with two very imposing FA-18 Hornets over the Lemoore Naval Air Station's Air Show crowd.



© Photo by Erik Hildebrandt
"Stacking them up" – the Bearcat over an F4U Corsair and an FA-18 Hornet.



© Photo by Erik Hildebrandt
Our F8F-2 Bearcat chasing an FA-18 Hornet in the colors of the new Navy camouflage uniform. Mark Hubbard will be flying an FA-18 to CMA for our special event "The Navy – Past and Present" on Sunday, December 4 at 2:00 p.m.



Southern California Wing
455 Aviation Drive
Camarillo, CA 93010

2012 WING MEMBERSHIP RENEWAL NOTICE

December 1, 2011

Dear Wing Member,

It's time again to renew your annual membership in the Southern California Wing of the Commemorative Air Force. We sincerely hope you will retain your affiliation with our wing since we expect exciting things to happen in 2012.

We are one of the leading wings in the CAF with more than 250 Wing members and 10 assigned aircraft. Our museum has become a major attraction in Ventura County and both attendance and museum income have risen steadily. Our plans are to continue this growth and we want you to be a part of these exciting happenings.

To renew your membership, just remove this page from the newsletter (or make a copy of it), complete the information requested, enclose your check payable to the Southern California Wing, and return by March 1, 2012 to:

CAF Southern California Wing
455 Aviation Drive
Camarillo, CA 93010
Attn: Personnel Officer

Any contribution in addition to your \$50.⁰⁰ annual dues will be greatly appreciated. Contributions are welcome to help us complete the many projects we are undertaking, such as building the new museum facility, the B-25/PBJ restoration, the F6F engine replacement, the Fairchild F-24 restoration, the PT-19 restoration and any other project you may wish to support.

If you joined the Southern California Wing in October, November, or December 2011 your dues are considered paid for 2012, but any contribution to any of our projects that you wish to make will be greatly appreciated.

Sincerely,

Steve Barber, Wing Leader

2012 Wing Dues	\$50. ⁰⁰
Hangar/Museum Building Fund	_____
B-25/PBJ Restoration	_____
F6F Engine Replacement	_____
Fairchild F-24 Restoration	_____
PT-19 Restoration	_____
Other _____	_____
Total	_____

Name: _____ Col. #: _____

Street: _____ City: _____ State: _____ Zip: _____

Home Phone: _____ Work Phone: _____ Cell Phone: _____

E-mail: _____

THE CAF IS A PATRIOTIC ORGANIZATION DEDICATED TO THE PRESERVATION OF THE WORLD'S GREAT COMBAT AIRCRAFT
CONTRIBUTIONS TO THE CAF ARE TAX DEDUCTIBLE