

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



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

Merry Christmas



© Photo by Ron Fleishman

Jim Hinckley says "Being a Docent is great!"

See Page Three for more information on how to join Jim in The Docent Corps.

**Wing Staff Meeting, Saturday, December 8, 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

December 2007

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

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Submittal Deadline - 15th of the month

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* Denotes Staff Position

Letter From A Docent

by Russ Drosendahl

Dear CAF-SoCAWing Member,

"Thanks for the tour. It brought back many memories for me."

"We love to bring our grandchildren here so they can learn first-hand what these historic planes are all about."

These are quotes from visitors to our WWII Aviation Museum, and, yes, we often hear the appreciation and know how important it is to keep the museum going, but we can't do it properly with the small, but devoted crew we have.

I've been working at the Museum as a docent (tour guide) and a gift shop attendant for several years, and I'd like to tell you about the great experience and pleasure it is to be there participating in the Wing activities that way.

I've always felt that if I'm going to belong to an organization, especially one with a great reason for being, such as the CAF, I needed to do more than simply pay my dues and read the Wing and Headquarters mailings.

I'm not much of a mechanic, and I don't fly anymore, but I found that by working in the Museum I could really feel a part of the CAF "team" and contribute something to its financial and organizational well-being.

The Museum and Gift Shop are an important and steady source of income for the Wing, even during the air show off-season.

While taking people through the hangars and out on the ramp, it's great to see their enthusiasm and interest in the historic artifacts and planes. They feel a close attachment to what we have because their parents or grandparents flew or worked on these type of planes, and were a part of the history represented here. Many of the youngsters get excited about flying, or getting involved in some facet of aviation, after spending an hour or so with us.

Even though they are interested in the information or "war stories" we tell them, many of the visitors themselves tell us (and others in the group) their own stories, and all of us learn more as we participate in the tours.

I'm sending you this letter to encourage you to seriously consider joining the Museum team by committing to work with us. You can sign up for as little as one day each week, or one or two days a month. Your commitment is all we ask for. On those occasions when you can't make it on your scheduled day, we just ask that you give us adequate notice so we can find a temporary replacement for you.

We'll train you on the mysteries of the cash register, and making retail sales (always smile at the customer). We have a lot of material concerning our planes, so you won't feel inadequate describing them and their histories.

All it takes is a desire to be there and be a part of our organization. The "work" is really not work, but a labor of love, and the other Wing members, whether in the Restoration Hangar or on Museum duty, are eager to help you learn more and make our visitors feel welcome.

We need your help and we need it now. A few hours a week doesn't seem like much, but if enough people are involved, it means a lot.

Think about it. This is one place where YOU can make a difference.

Please get in touch with Sarah de Bree, the Museum Director, at 805-482-0064 or at scdebree@aol.com

Let her know that you want to be part of the group that reaches younger generations...that you want to keep the dream alive!

Thank You Very, Very Much !

To Steve Barber and Casey de Bree and all the CAF Crew who made it possible.

This isn't a birthday card. It's a very humble "thank you all" card. May and I appreciate all you did and will never forget it.

Many, many thanks and God bless you all !

Thank you, CAF, it was super !

(Signed) Don and May

Note: This thank you message from Don and May McMillan was received at our Wing recently. Don and his lovely wife had been flown to Midland for Airsho 2007, where Don was inducted into the American Combat Airman Hall of Fame.



© Photo by Jo and Jack Brinkerhoff

Don and May McMillan with Don's plaque for the American Combat Airman Hall of Fame.

Last Flight.....

Author Unknown

February 17, 2007, 0350 curbside at 24th and M, Washington DC. 16 Degrees with a light breeze. Going home after my second week of freezing temps to my home in SoCal. Fly my aircraft, ride a horse, climb a mountain and get back to living. I'm tired of the cold.

0425 paying the taxi fare at Dulles in front of the United Airlines counter, still cold.

0450 engaging the self-serve ticker machine and it delivers my ticket, baggage tag and boarding pass. Hmm, that Marine is all dressed up early...? Oh, maybe,,Hm, "Good Morning Captain, you're looking sharp."

Pass Security and to my gate for a quick decaf coffee and 5 hours sleep. A quick check of the flight status monitor and UA Flt 211 is on time, I'm up front, how bad can it be? Hmm, that same Marine, he must be heading to Pendleton to see his lady at LAX for the long weekend all dressed up like that....? Or maybe not?

"Attention in the boarding area, we will begin boarding in 10 minutes, we have some additional duties to attend to this morning but we will have you out of here on time."

That Captain now has five others with him, BINGO, I get it, he is not visiting his lady, he's an *official escort!*

On board, 0600: "Good morning folks this is the Captain. This morning we have been attending to some additional duties and I apologize for being 10 minutes late for pushback but believe me we will be early to LAX. This morning it is my sad pleasure to announce that 1st LT Jared Landaker USMC will be flying with us to his Big Bear home in Southern California. Jared lost his life over the skies of Iraq earlier this month and today we have the honor of returning him home along with his mother, father, brother and uncles. Please join me in making the journey comfortable for the Landaker family and their uniformed escort. Now sit back and enjoy our ride.

Four hours and 35 minutes later over Big Bear MT, the AB320 makes a left roll and steep bank and then one to the right...Nice touch CAPTAIN. Five minutes out from landing, the Captain, "Ladies and Gents after landing I'm leaving the fasten seatbelt sign on and I ask everyone in advance to yield to the Landaker family. Please remain seated until all members have departed the aircraft. Thank you for your patience, we are 20 minutes early."

On roll out, I notice red lights, emergency vehicles everywhere. We are being escorted directly to our gate, no waiting anywhere, not even a pause. Out the left window, a dozen Marines in full dress blues. Highway Patrol, Police, Fire crews all in full dress with lights on. A true class act by everyone, down to a person from coast to coast. Way to go, United Airlines, for doing the little things RIGHT, because they are the big things; Air Traffic

Control for getting the message, to all law enforcement for your display of brotherhood.

When the family departed the aircraft everyone sat silent, then I heard a lady say, "God Bless You and your Family, Thank You." Then another, then another, then a somber round of applause. The Captain read a prepared note from Mrs. Landaker to the effect, "Thank you all for your patience and heartfelt concern for us and our son. We sincerely appreciate the sentiment. It is nice to have Jared home."

After departing the aircraft, I found myself along with 30 others from our flight looking for a window. Not a dry eye in the craft. It was one of the most emotional moments of my life. We all stood silent and watched as Jared was taken by his honor guard to an awaiting hearse. Then the motorcade slowly made it's way off the ramp.

I have finally seen the silent majority. It is deep within us all. We are all children, parents, brothers, sisters, etc...we are an American family.

What you don't know is that on the flight I was tapped on the shoulder by Mrs. Landaker, who introduced herself to me after I awoke.

After I gathered myself, I stepped back to their row, two behind me and introduced myself to Mr. Landaker (a Veteran of South East Asia as a Tanker) and Jared's uncle and brother. What a somber moment. Their Marine Captain escort was a first rate class act. He had been Jared's tactics instructor and volunteered for this assignment, as he said, "Sir, it is the least I could do, he was my friend and a great stick. He absolutely loved to fly, It's an honor to be here on his last flight."

When Mr. Landaker and I were talking he shared with me, "When Jared was born he had no soft spot on his head and doctors feared he would be developmentally challenged. He became a Physics Major with Honors, high school and college athlete, and graduated with distinction from naval aviation flight school! He was short in stature, but a Marine all the way." Visit his life story on line at www.bigbeargrizzly.net. Bring tissue.

February 7, 2007, Anbar Province, Iraq. 1st LT Jared Landaker United States Marine Corps, Hero, from Big Bear California, gave his life in service to his country. Fatally wounded when his CH-46 helicopter was shot down by enemy fire, Jared and his crew all perished. His life was the ultimate sacrifice of a grateful military family and nation.

1st LT Landaker, a man I came to know in the skies over America on 17 February 2007, from me to you, aviator to aviator, I am unbelievably humbled. It was my high honor to share your last flight. God bless you.

Semper Fi !

Note: Thanks to Gary Barber for this heartfelt message.

Wing Photo Page I



© Photo by Eric Van Gilder

Our two SNJs side-by-side on the ramp. #290 can't wait to have N6411D flying with her wingtip-to-wingtip. Looks like it won't be too long !



© <http://www.vg-photo.com>

© Photo by Eric Van Gilder

Two buddies hanging out ! Eric Lange and "Colonel Bogie" enjoying the sun on our ramp recently. Eric is a senior at Westlake High School, and has been a long-time Wing Cadet. He is currently earning his wings, and should have his Private Pilots License very soon. Bogie is Wing pilot Ken Gottschall's favorite terrier.



© Photo by Dave Flood

Al Smith, a member of the Fairchild F-24 Restoration Team, spiffing up a part. Looks like new, Al !



© Photo by Eric Van Gilder

The "crack" F-24 team making last-minute adjustments to the engine before attempting a runup.



© Photo by Eric Van Gilder

And thar she blows ! The Fairchild F-24 in her glory, with Bob Albee at the controls, and Norm Swagler standing by. The engine turned over with a burst of smoke, and ran smoothly. Great job, guys ! Lending support were Dick Troy, Dave Sica and Steve Barber.

The Fabulous Martin Mars

The Martin Company effectively scaled up their successful PBM Mariner patrol bomber design to produce the prototype XPB2M-1 Mars. After flight tests with the XPB2M between 1941 and 1943, she was passed on to the Navy. The original patrol bomber concept was considered obsolete by this time, and the Mars was converted into a transport aircraft designated the **XPB2M-1R**. The Navy was satisfied with the performance, and ordered 20 of the modified **JRM-1 Mars**.^[1] The first, named *Hawaii Mars*, was delivered in June 1945, but with the end of World War II the Navy scaled back their order to just 5 more boats.^[2] Though the original *Hawaii Mars* was lost in an accident on Chesapeake Bay, the other 5 Mars were built with the last delivered in 1947.

Named the *Marianas Mars*, *Philippine Mars*, *Marshall Mars*, *Caroline Mars*, and a second *Hawaii Mars*, the 5 production Mars aircraft entered service ferrying cargo to Hawaii and the Pacific Islands. On May 5, 1950, the *Marshall Mars* was lost near Hawaii when an engine fire consumed the airplane after her crew had evacuated. The remaining "Big Four" flew record amounts of cargo on the San Francisco-Honolulu route efficiently until 1956, when they were parked at NAS Alameda.^[1]

In 1959, the remaining Mars were sold for scrap. Dan McIvor, who represented a consortium of British Columbia lumber companies, recognized their potential value as water bombers and had them converted. A company called Flying Tankers Inc. was formed, and purchased the "Big Four" for aerial firefighting. The *Marianas Mars* crashed near Northwest Bay, British Columbia on June 23, 1961 during firefighting operations; all four crewmembers were lost. Just over a year later, on October 12, 1962, the *Caroline Mars* was destroyed by Typhoon Freda while parked onshore. The remaining *Hawaii Mars* and *Philippine Mars* had their conversions to water bombers accelerated and entered service in 1963.

The two surviving tankers are now operated by the Coulson Group, based at Sproat Lake near Port Alberni, British Columbia. When converted, the original powerplants were replaced with four Wright R-3350-24WA Cyclone engines of 2500 hp (1860 kW) each. The aircraft can carry up to 7,200 US gal (27,250 litres) of water, enough to cover an area of 4 acres (16,000 m²).^[3] They are used to fight fires along the coast of British Columbia, and even sometimes in the interior. They also make appearances at local airshows, demonstrating their water-dropping ability. Flying Tankers Inc. also flies the water bombers to other hotspots around the world if a need develops, such as in August of 2003 when a large forest fire threatened the city of Kelowna, British Columbia. On November 10, 2006, TimberWest Forest Ltd. announced that they are looking for buyers of the Mars. A condition of this sale is that the purchasers will donate one back to Port Alberni when they are retired as a historical attraction.

The Maryland Aviation Museum and British Columbia Aviation Council have initiated a joint effort to preserve the aircraft, one in Maryland and the other at their current location in Canada. On April 13, 2007, TimberWest has announced the sale of both Martin Mars aircraft to Coulson Forest Products, a local forestry company in Port Alberni. The Mars will remain in the Alberni Valley operating from their base at Sproat Lake. On October 25, 2007, *Hawaii Mars* ("Redtail") arrived at Lake Elsinore in Southern California, negotiated through a private contract, to assist with the firefighting efforts containing the California wildfires of October 2007.

Specifications (JRM-3 Mars)

Data from Jane's Fighting Aircraft of World War II^[2]

General characteristics:

- **Crew:** four (with accommodations for a 2nd crew)
- **Capacity:** 133 troops, or 84 litter patients and 25 attendants
- **Payload:** 32,000 lb (15,000 kg) of cargo, including up to seven jeeps
- **Length:** 117 ft 3 in (35.74 m)
- **Wingspan:** 200 ft 0 in (60.96 m)
- **Height:** 38 ft 5 in (11.71 m)
- **Wing area:** 3,686 ft² (342.4 m²)
- **Empty weight:** 75,573 lb (34,279 kg)
- **Loaded weight:** 90,000 lb (40,820 kg)
- **Max takeoff weight:** 165,000 lb (74,800 kg)
- **Powerplant:** 4x Wright R-3350-24WA Duplex Cyclone 18-cylinder radial engines, 2,500 hp (1,865 kW) each

Performance:

- **Maximum speed:** 192 knots (221 mph, 356 km/h)
- **Range:** 4,300 nautical miles (5,000 mi, 8,000 km)
- **Service ceiling:** 14,600 ft (4,450 m)



Martin Mars a Hit in California

Gordon Hamilton

Vancouver Sun

Sunday, November 04, 2007

Californians love the Martin Mars water bomber so much that they may want to keep it.



© Mark van Manen/ Vancouver Sun

Port Alberni businessman Wayne Coulson, owner of the last two giant flying boats built for the U.S. Navy in the 1940s, said Sunday that federal, state and civic agencies are working to put funding together to keep one of the planes, named the Hawaii Mars, in San Diego for the remainder of this year's fire season.

Crews of the Martin Mars water bomber prepare the giant aircraft in front of a wall of smoke.

The planes have been under-utilized in B.C. flying only three missions in this province during the entire summer. If they don't fly, they deteriorate, Coulson said.

Their fat profile and red-and-white markings have made the waterbombers legendary in B.C. where they have been putting out fires since the 1960s.

But the 60-year-old aircraft are costly to maintain and since purchasing the planes last April, Coulson has been trying to keep them operational by seeking new fire-fighting roles for them outside B.C. California wildfires, which some scientists expect to increase in intensity as a result of global warming, are a natural target for the massive bombers.

They can fly in low and slow and drop 30,000 litres of water per trip. On Oct 24, Coulson took one of them south to aid in the battle against California's wildfires.

The Hawaii Mars flew in fire fighting operations in an around the city of San Diego where it became a symbol of the battle against the fires.

The Mars was described by San Diego fire chief Tracy Jarman as a "super tanker" protecting the city. At their peak, the fires displaced 500,000 people and destroyed more that 1,800 homes throughout Southern California.

"They are going to see if maybe there is some joint funding they can do to keep the Mars down in San Diego," Coulson said. "Everyone is trying to find a way to keep it there."

The Mars has struck a chord with the Americans. It's the largest operational flying boat in the world and during the Second World War was a familiar sight in San Diego Harbour. An advance copy of Jarman's speech for Tuesday's event expresses the American sentiment over the B.C. aircraft.

"It is historic that this plane has returned to San Diego," the speech states. "When the navy owned it, it was never based here, but it did make flights out of our bay, carrying troops and supplies to Hawaii and the Pacific. Now it is back, serving the citizens of the city, the county and the state in an entirely different capacity."

Currently all fires are either out or under control and California's entire air tanker fleet of 34 aircraft has turned the mop-up job over to ground crews. But the fire season is not over and the Santa Ana winds, annual hot, dry withs from the East, could easily fan fresh blazes.

Over the weekend winds of 80 kilometres and hour were forecast and no fire crews have been sent home yet. If the funding is arranged, Coulson said the Mars will remain in California for the next few weeks or month.

Otherwise, it will be heading straight back to its home base of Port Alberni.

"Nothing has been put into play yet," said Coulson of the drive to keep the plane in the U.S. a little longer. "But we are moving the Mars into San Diego harbour Monday morning. We are hopeful."

Coulson bought the planes last April from former owners TimberWest Forest, which had grown tired of their financial drain. He put together a business plan to determine if they could pay their own way if given enough resources.

He purchased a fuel truck and outfitted a NASCAR-style semi-trailer with all the spare parts and high-tech equipment needed to keep the planes operational away from home. He has said previously he's going to give the planes one year to prove their mettle.

This year's California fires, driven by hot Santa Ana winds, providing a chance for the Mars to showcase its potential.

Coulson said the giant water bomber's presence attracted wide coverage in the battle to contain the blazes, which destroyed more that 1,800 homes.

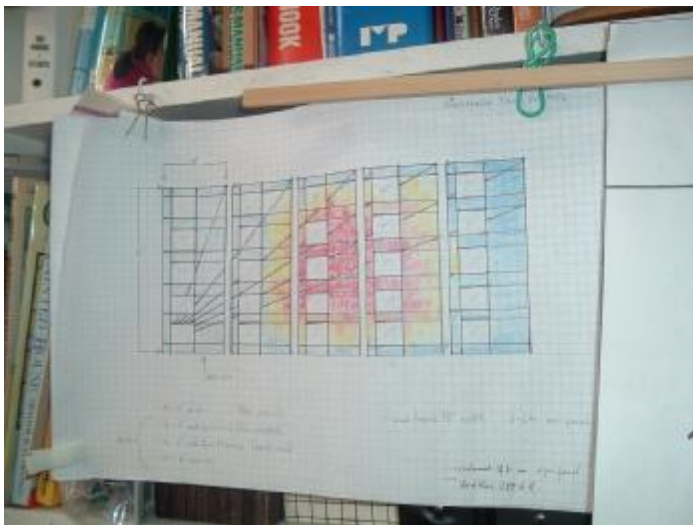
Stained Glass Aviation History Panorama

by Dave Flood

Shirley Murphy, our very talented Museum Artist In Residence, has embarked on a very ambitious endeavor. She is putting together a 5 foot high by 11 foot wide stained glass depiction of the history of military aviation. There will be five panels, each with five airplanes – for a total of twenty-five planes in the panorama.

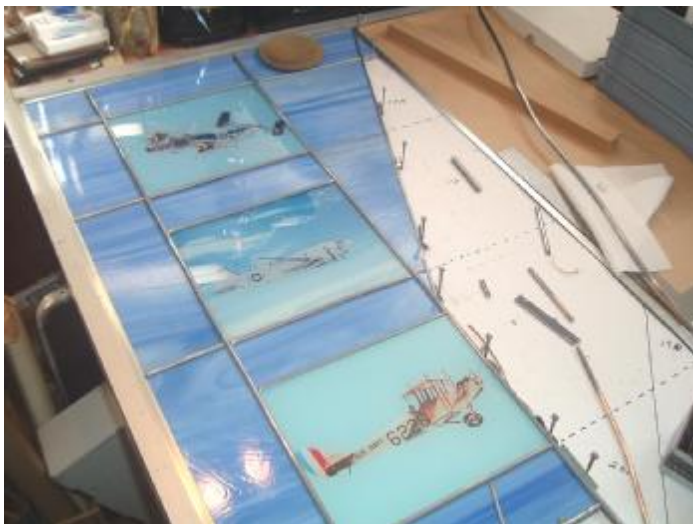
Shirley asked a number of people in the Wing, and also her brother, who is a retired Air Force pilot, what specific airplanes she should include as representative of the development of military planes.

Her first panel will start at the bottom with the Wright brother's Wright Flyer, and progress through the panels to the final aircraft, the Space Shuttle.



© Photo by Dave Flood

Shirley's design chart, showing the five panels, and the mix of blue sky and red and yellow engine exhaust throughout the panorama.



© Photo by Dave Flood

Shirley is still working on the first panel, and has inserted the glass pictures of B-25 "Executive Sweet," C-46 "China Doll," and the Curtiss JN4 "Jenny."

Buy Your Gifts In Our Gift Shop !



© Photo by Dave Flood

Here's an authentic "Bomber Jacket" for the youngster on your list. We have all kinds of hats, tee shirts, and model airplanes for all ages.



© Photo by Dave Flood

What a great stocking-stuffer for that man on your list! All our prices are low, and the quality is high. Come on over to our Gift Shop and get terrific gifts, while at the same time help our financial situation. A "win, win!"



Let us remember, during the holiday season, to think about those brave men and women who have given their lives in the cause of keeping us free. Here's Arlington Cemetery, decorated for Christmas. R I P.

Wing Photo Page II



© Photo by Roger Daniell

A Centrum Silver Vitamin ad was staged at our hangars recently – with *China Doll* as the star.



© Photo by Roger Daniell

Actors in their vitamin costumes lining up to jump.



Gene O'Neal directing traffic during shoot from *China Doll's* cockpit. Note the "green screen" in back.



© Photo courtesy *Warbirds International*, Michael O'Leary, Editor
Avro Lancaster "Phantom of the Ruhr," with accompanying Hurricane and Spitfire. The original *Phantom* flew 121 missions over Germany.



© Photo by Dan Newcomb

Ken Barger and Roger Ostlund working on PBJ stuff.



© Photo by Dan Newcomb

Scott Drosos "bucking rivets" on the PBJ's skin. You can join Scott in helping to make PBJ1J "Semper Fi" fly by sending your contribution to: *PBJ Restoration*, c/o Marc Russell, CAF, 455 Aviation Dr., Camarillo, CA 93010. All contributions are welcome and appreciated.

Thank You Cards

"Dear Colonels,

Words can't express how very much we appreciated your support – whether at the funeral service, with cards, 'phone calls, or whatever. Charles (Charley) would have felt deeply honored."

Rose Marie Miller and Family

A Note Of Thanks

from Ron Fleishman

"There is a time..." so Russ Drosendahl started his remarks with a quote from Ecclesiastes. While not specifically mentioned in this text, there is also a time to say "thank you" to friends and family.

Jerri's memorial service was an occasion that will long be remembered by my family, due to the help of our friends and the So. CA Wing.

My family would like to thank Russ Drosendahl for his kind words; Pat Brown, June Hubbard and Brian Hartell for their help in setting things in place in the hangar; Gary Barber, Chris Rushing and Marc Russell for flying the F6F, T-6, and T-34 in a missing-man formation. The "pull-up," with the white smoke trail was one of the best I've ever seen. Jerri would have been proud to see it done.

To all our friends who spoke words of remembrance, and who traveled great distances to help us remember Jerri:

Sarah, Gavyn and I are privileged to know you and we say **THANK YOU!**

Addition To Your Christmas Card List

When you are making out your Christmas card list this year, please include the following:

A Recovering American Soldier/Marine/Sailor/Airman
Walter Reed Army Medical Center
6900 Georgia Avenue NW
Washington, D.C. 20307-5001

These men and women need all of the good cheer and good will that we can give them.

Thanks! And God Bless!

Last Call: Christmas Party !

If you haven't yet sent in your reservation for the Wing's Christmas Party, to be held at the Wedgewood Banquet Center, 5880 Olivias Park Drive, Ventura, on Dec. 6 – please do so immediately. See Casey de Bree !

Memories of The Ford Tri-Motor



"Dave, I enjoyed your pictures of the Ford Tri-Motor. In the late 1940s I went to the National Air Races at Cleveland every year until Bill Odom's crash in Jackie Cochran's P-51 spelled the end of the races.

One act that I thoroughly enjoyed there was the aerobatics performed by a Ford Tri-Motor. Loops and all.

In my pilot's log book I have twenty minutes of co-pilot time in a Ford Tri-Motor. It was a great experience."

Blue skies, Charlie

(Charles Valentine, Crew Chief of our C-46 *China Doll*)

Pins, Patches and Cups

by Ron Fleishman

Somewhere, at sometime, I came across a quote that says, "By their colors you shall know them." The Southern California Wing was known for years by our patch with "Yosemite Sam." Because of a copyright problem, we were forced to retire this unique piece of identity.

A new logo for the Wing was designed several years ago by Thomas Van Stine. In fact, we even, at one point, had coffee mugs for sale with the new emblem, but that was as far as it went.



The new Wing emblem is now available to order. Pins, patches and full color cups have had their final art/production approval and orders are being accepted.

The 9-color patch is 4-½ inches square, and is suitable for all flight jackets and suits (it is the same size as our old patch and the CAF patch). The pin is metal and enamel. They each will cost \$6.00 to Wing members. The cups are white, with the logo on one side and our name on the other and will cost \$8.00.

To order contact Ron Fleishman at the Museum Hangar – (805) 482-0064 or at OLDPLANE46@aol.com. We expect to take delivery of these items in December. It's time to show our colors again !

Wing Photo Page III



© Photo by Dave Flood

Our Curtiss C-46 *China Doll* and Mitubishi A6M3 Zero ready to leave on the short flight to Nellis AFB for the air show there on November 10 & 11, 2007.



© Photo by Dave Flood

Jeff Whitesell in the right seat of *China Doll*.



© Photo by Dave Flood

Ceci Stratford in *Executive Sweet* – bound for Nellis.



© Photo by Dave Flood

A surprise visitor to our hangars on Nov. 10 was Clay Lacy flying in with this Grumman F7F-3P *Tigercat*. This beautiful, and rare, renovation is owned by Joe Clark. It recently was ferried to the U.S. from England, where it had been flown by the *Fighter Collection*.



© Photo by Dave Flood

It's amazing how fast a crowd assembles when a rare warbird shows up at our ramp ! Here the colonels are admiring an airplane that was developed during WWII, but, like the F8F *Bearcat*, never saw war service.



© Photo by Dave Flood

Here's Clay leaving us after a short stay. The Tigercat is in the colors of Marine Photographic Squadron VMP-254 (inactive), with a BU NO 80425. A total of 364 Tigercats were built, 250 of which were the F7F-3 variant. This aircraft was built in 1945 and accepted by the Navy on 10 May 1945. From 1959 to the mid '70s it was operated as a fire bomber. *The Fighter Collection* Purchased 80425 in 1995 – operating it out of Duxford, England. Thanks, Clay, for making our day !



Southern California Wing
 455 Aviation Drive
 Camarillo, CA 93010

2008 WING MEMBERSHIP RENEWAL NOTICE

November 15, 2007

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 2008.

We are one of the leading wings in the CAF with more than 300 Wing members and 8 assigned aircraft. Our museum has become a major attraction in the Camarillo area 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, 2008 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 SNJ-4 restoration, the Fairchild F-24 restoration, the Spitfire restoration and any other project you may wish to support.

If you joined the Southern California Wing in October, November, or December 2007 your dues are considered paid for 2008, but any contribution to any of our projects that you wish to make will be greatly appreciated.

Sincerely,

Steve Barber, Wing Leader

2008 Wing Dues	\$50. ⁰⁰
Hangar/Museum Building Fund	_____
B-25/PBJ Restoration	_____
SNJ-4 Restoration	_____
Fairchild F-24 Restoration	_____
Spitfire 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