

Flight Line

The Official Publication of the CAF

Southern California Wing
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(805) 482-0064

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© Photo by Frank Mormillo

China Doll Stays – see Page 3.



© Photo Courtesy of Valentine Family

Charles N. Valentine
January 8, 1925 – January 6, 2009
See Page 4-6 for our Wing's Memorial to Charlie

**Wing Staff Meeting, Saturday, February 21, 2009 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

February 2009

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

Museum Open
10am to 4pm Every Day
Except Monday
and major holidays
NOW OPEN ON WEDNESDAY STARTING FEBRUARY 4

STAFF AND APPOINTED POSITIONS				IN THIS ISSUE
Wing Leader	* Bob Albee	(805) 583-4872	loll@earthlink.net	Wing Calendar 2
Executive Officer	* Shirley Murphy	(805) 482-6406	sdmurphy@verizon.net	Staff and Appointed Positions. 2
Adjutant	* Terry Cedar	(805) 570-8048	tac1966@msn.com	Wing Leader's report 3
Finance Officer	* Casey de Bree	(805) 389-9185	scdebree@aol.com	Museum Update 3
Operations Officer	* Gary Barber	(805) 659-4319	bearcat69@pacbell.net	CAF CEO Blog Web Page 3
Maintenance Officer	* Joe Peppito	(805) 498-4187	jocafpeppo@msn.com	Charles Nelson Valentine 4
Safety Officer	* Norm Swagler	(805) 482-6994	pswagler@hotmail.com	Remembering Charlie 5
Museum Director	Sarah de Bree	(805) 389-9185	scdebree@aol.com	Wing Photo Page I 7
Gift Shop Manager	Sarah de Bree	(805) 389-9185	scdebree@aol.com	Restored Boeing 40C Biplane Part I 8
Public Info Officer	Pat Brown	(805) 479-2221	(no e-mail)	Restored Boeing 40C Biplane Part II 9
Hangar Event Mgr	Dick Burrer	(805) 444-8285	gatjohnston@aol.com	Maintenance Officer's Report 10
Chief Docent	Ron Fleishman	(805) 384-4426	oldplanec46@aol.com	The Aircraft Mechanic 10
Air Show Officer	Jason Somes	(818) 292-4646	nbnh@aol.com	Wing Photo Page II 11
Air Show Coord.	Bill O'Neill	(805) 495-4915	scwairshow@aol.com	Hangar Fund Donors 2008 12
Facility Officer	(Vacant)			2009 Wing Membership Renewal Form . 12
Personnel Officer	Norm Swagler	(805) 482-6994	pswagler@hotmail.com	
Historian	Ron Fleishman	(805) 384-4426	oldplanec46@aol.com	
Training Officer	(Vacant)			
Collections Manager	Jim Tierney	(805) 522-7067	jimerniet@aol.com	
Grants & Fund Rais.	Jason Vosburgh	(805) 766-3880	jason.vosburgh@att.net	
Newsletter Editor	Dave Flood	(805) 987-7231	macantuile@yahoo.com	
Newsletter Production	Casey de Bree	(805) 389-9185	scdebree@aol.com	
Webmaster	Eric Lange	(805) 807-4176	ericmlange@gmail.com	
HANGAR PHONE		(805) 482-0064		Submittal Deadline - 15th of the month
HANGAR FAX		(805) 482-0348		Commemorative Air Force
WEBSITE		www.orgsites.com/ca/caf-socal		Southern California Wing
				455 Aviation Drive
				Camarillo, CA 93010-9501

* Denotes Staff Position

Wing Leader's Report

by Robert Albee

I know many of you have been concerned about the fate of our C-46 *China Doll*. At our last Staff Meeting on January 17, 2009, a large group of members attended and voiced their strong support to keep *China Doll* here. A proposal was presented whereby the non-revenue flight hours can be greatly reduced and bring the operating costs to where we can afford to continue to fly the airplane. As a result, the staff voted to give this proposal a chance to work in 2009 and defer any decision concerning the fate of the aircraft until the end of 2009. The costs will be reviewed at mid-year to insure they are on track.

This goes to show what members of our Wing can do when we all pull together as a group. Rumor has it that we already have a new Crew Chief for *China Doll*, replacing our beloved Charlie Valentine who recently passed away, and who will be missed greatly. The new Crew Chief will be named once all other C-46 personnel have agreed to support their new assignment. My sincere thanks go out to all of you.

Our initial budgeting exercise for 2009 indicates that we will likely experience a loss with the income that we can identify with any confidence at this time. Therefore, we are forming a new committee that will be directly responsible to the Staff for determining how revenues can be increased from heretofore untapped sources in order to eliminate the projected loss. Any and all ideas will be considered.

As far as more good news, we have finally found a really hard worker and have appointed Brian Hartill as Ground Power Equipment Supervisor. It is very obvious over the last several months that Brian has worked day and night, keeping the wheels turning and repairing all equipment without anyone asking. That is a very big job, with all the equipment that we own. As most of you know, Brian's father recently passed away, and we send Brian our condolences and a BIG thank you for all your effort.

When you have a chance, please drop by and take a look at your new "O" Club. It has been a long time coming, but we finally have an enclosed multi-purpose room where we can hold meetings, hold classes, and eat our lunch. What a magnificent job the whole crew did!

After that, go directly to the Maintenance Hangar and look around the PBJ/B-25 area. I can only say, "WOW." The place is so clean, neat and organized – I am jealous. We have also been erecting additional heavy-duty shelving to store aircraft parts and get a lot of them off the hangar floor.

In closing, I wish to thank everyone for supporting the Wing's efforts to improve the bottom line through their participation. We are going to be even more successful in 2009 than we were in 2008. Simply put, let's keep working together and we will meet all of our goals, including having fun. Fly safe and enjoy the 81 degree California sun !!

Museum Update

Sarah de Bree

New changes and challenges for the New Year. The Museum had a great year in 2008 and we are looking forward to even better things in 2009. For instance, starting in February, the Museum will be open on Wednesday. The new Docents who joined the CAF in December and January finally provide us with the personnel needed to add an additional day. If you see Frank Barrasso, Paul Gnitke or Paul Kleinbaum, stop and introduce yourself and welcome them to our Unit.

Jim Tierney has recently been assigned as Gift Shop Coordinator. He will provide invaluable assistance to the Museum Director in ensuring that the Gift Shop runs as smoothly as possible especially as it pertains to inventory maintenance.

Ron Fleishman has accepted the task of Docent Coordinator. He will be responsible for all of the Docents; training new Docents, preparation of the Docent schedule and making sure Docents are available for special events.

Each one has taken on a challenging task but the Museum will be the better for their contributions.

This is a challenging year. To try to alleviate any losses that might be apparent in a declining economy we will be putting together a committee to study ways of improving revenue for the Wing. In 2008 we had the 'Fly in a Warbird' program and the Museum's Special Events program for the special topics Saturdays that celebrated selected categories of WWII. Also included was the Special Hangar Events that included renting out our Hangar for celebratory events. This year we want to extend these events as well as develop new ideas.

If anyone out there has an idea for increasing revenue please let this committee know. We will be the 'Revenue Enhancement Committee' and you can reach me at scdebree@aol.com or (805) 479-0982.

Let me also take a minute to thank Jim Hinkleman for his efforts in finishing off the door for the O'Club. So many people contributed but I'll single out Jim since he did the task with a neck brace on. Right on Jim!

Until Next time...

CAF CEO Blog Web Page

Headquarters has advised all members that CAF President Steve Brown is now posting his thoughts, activities, and insights at least once a week on the "CEO Blog" page of the CAF website. You can access it at http://commemorativeairforce.org/?page=cms/index&cms_page=1267.

So, now you can get the latest info quicker than everybody else. On top of that, you can weigh in with your comments on the blog, or any other topic, directly to Steve and he answers all his emails directly.



Charles Nelson Valentine
January 8, 1925 – January 6, 2009

Charles Nelson Valentine was born on January 8, 1925, in Lancaster, Ohio, to Guy and Leona Valentine. His father was killed in an industrial accident when Charles was 8 months old, and he grew up with his grandparents, Charles and Sarah Stein, in the small village of Stoutsville, Ohio, which he always called "home." Following graduation from high school, he entered the U.S. Army Air Force and served as a pilot during World War II, the Korean War, the Cold War, and the Vietnam War. It was during service in England that he met, fell in love with, and married Annie, his partner for life.

Charles was proud to be a member of the "Greatest Generation," those Americans who grew up during the Great Depression of the 1920s and 1930s and experienced an almost overnight metamorphosis, transforming them from kids just out of high school into young adults who answered the call of their country to help save the world. He completed pilot training in the Army Air Force, and, at age nineteen, became commander of a B-25 combat crew.

Following World War II, he elected to continue his military career, and served in Germany, England, Saudi Arabia, Vietnam, and in all four corners of the United States, and was awarded the Distinguished Flying Cross, the Air Medal with six Oak Leaf Clusters, and two Air Force Commendation Medals.

Charles was one of the first Air Force pilots to fly the Lockheed C-130 aircraft. He participated in reliability test flights at the Lockheed factory and in the first Air Force field tests. He was pilot of the first heavy equipment parachute drop from a C-130 and of the first C-130 crossing of the Atlantic Ocean to demonstrate the aircraft to potential users in Europe and North Africa.

Following retirement from the USAF, he accepted a position with the U.S. Navy as associate head of the

Aircraft Maintenance Department at Naval Air Station, Point Mugu, CA. During this service, he received the Navy Meritorious Civilian Service Medal from the Naval Air Systems Command. He retired from there in 1995, after completing over fifty-two years of service on military aviation.

Charles was a charter and life member, and a delegate to the first national convention of the Air Force Association, and a life member of the Military Officers Association, the Order of Daedalians and the Knights of Pythias Lodge.

He was a life and active member of the Commemorative Air Force, Southern California Wing, and served many years as head crew chief of the C-46 *China Doll*, a World War II aircraft based at the CAF's WWII Aviation Museum, Camarillo Airport that has been highly visible at air shows throughout Southern California. He also was a member of Mount Cross Lutheran Church in Camarillo.

Charles was preceded in death by Annie, his loving wife of over 51 years, and is survived by daughters Susan Evans (Patrick) of Camarillo, Carol Gregor (Joseph) of Lakeside, CA, and Barbara Olsen (George) of San Antonio, Texas; son, Andrew (Bridget) of Camarillo; half-brother, Terry Rife (Jean) of Circleville, Ohio; seven grandchildren, Eric, Carl, Amy, Jake, Anna, Sarah, and Charles; two great-grandchildren, Eric and Emily; and many cousins, with roots in Ohio.

Charlie was remembered with a visitation at the Conejo Mountain Memorial Park, Camarillo on Saturday, January 10, and a funeral service at the Park on Sunday, January 11, 2009. Pastor Eric Goehner of Mt. Cross Lutheran Church officiated at the funeral service, and Joe Gregor, a son-in-law and granddaughter Cari spoke for the family and talked about how they will miss Charlie and how much he meant to them. The many mourners who had attended the funeral service followed the hearse and the Valentine family on foot from the funeral home up to the burial site. The Scottish piper led the procession, playing his mournful pipes. At the burial site, the Air Force team from Vandenberg Air Force Base did the honors in placing the casket over the grave, folding the flag that had draped the coffin and presenting it to son Andrew, firing the three-gun salute, and finally playing "Taps" – its plaintive notes echoing against the nearby hills.

To cap off the ceremony, the SoCAWing's Hellcat and Bearcat did a fly-over, with the Hellcat peeling off as the "Missing Man" on the second fly-over. Gary and Steve Barber were the CAF pilots saluting Charlie from the air.

All of the members of the Commemorative Air Force, Southern California Wing will miss Charlie very much. He was an important member of our "family" for many years, and we all loved him. We wish to extend our sincere condolences to Susan & Pat, Carol & Joe, Barbara & George and all of Charlie's family. He will live long in our memories, and we will keep his gentle spirit alive in all of our endeavors here at CAF-SoCAWing.

Remembering Charlie...

"It is very hard to find deserving words to express how I remember Charlie Valentine. Maybe just a few of my impressions when I first met Charlie is a place to start.

These impressions remained solid over the years.

GENTLE: He was gentle in all things; therefore, he was always a gentleman. That covers a lot of ground, but he was truly always a gentleman.

HUMBLE: Charlie had a long and distinguished military and civilian career. He was humble and did not wear his accomplishments on his sleeve. He would share some of his military stories with the C-46 crew when we would ask. At air shows, I would introduce Charlie to people as a WWII pilot, and he would give me that "Oh, No!" look, but then he would share some of his wonderful stories with them.

PATRIOT: To know Charlie was to know a true patriot. He loved and served America.

LOYAL: He was loyal in everything he did!

LOVING: Charlie loved his family, his church, his community, and his friends. He loved ALL airplanes, and flew many of them. He had a special love for his C-46 *China Doll*. It will not be the same airplane without Charlie.

FUNNY: Charlie had a great sense of humor, and he kept it sharp during his last months of medical challenges.

I will miss Charlie for all these things, and more. It was indeed a pleasure to have known and worked with Charlie as our paths crossed on this short earthly journey."

Col. Gene O'Neal



© Photo by Dave Flood

Charlie and Gene in 2007 next to their favorite plane.

"When Charlie Valentine became a member of this Wing – at first he was not that impressive. However, it did not take long before he became a major improvement to the Wing's membership. In a short time, he took over as Crew Chief on the C-46 *China Doll* – a major effort.

After I found out about Charlie's background, I was really impressed, although somewhat confused. You see, Charlie was a pilot in WWII, Korea, The Cold War, and Vietnam. I used to kid him about his long military service in the USAAF and the USAF. I would say to him, 'How come most of us in WWII learned our lesson and got out right after the war? How come it took you over three wars and a cold war to learn your lesson?' His response was, 'Well, I'm a slow learner, but I enjoyed every minute of my service career.'

That was Charlie all over. He just did what he had to do, and never complained. Charlie, we will sure miss you and your sense of humor."

Col. Joe Peppito



Photo Courtesy Gino Dellanina

Col. Gino Dellanina, one of the *China Doll* crew, enjoying a coffee with Charlie inside their aircraft.

"Dean and I very sadly just received word that today we lost another one of the Greatest Generation in the So. CA Wing. Col. Charlie Valentine, who loved and flew *China Doll* C-46 on many CAF missions and to many air shows. Charlie's princeliness, gentility and warmth will be greatly missed by all who knew him and called him friend."

Cols. Dean & Joan Browne
Sparks, Nevada

"Charlie was always the one with the quiet jokes. He was always there for the *Doll*. Charlie was one of those who made me feel like I belonged to the Wing even when I would come from so far away. I'll always remember Charlie."

Col Justin Lean
Singapore

Remembering Charlie, cont'd.....



© Photo by Dan Newcomb

"She needs to fly one more time."

Col. Dan Newcomb

"Please pass along my deepest condolences. It was both a pleasure and privilege to have known and worked with Charlie."

Cathy Rezos

"I am very saddened by the news of Charlie's death, as we had talked many times about England and Lakenheath. He and I were both stationed there, obviously in different decades. His warm, friendly smile will never be forgotten."

Col. Eric Van Gilder

"Charlie will be sorely missed."

Col. Marc Russell

"Charlie and I attended the Daedalians meetings at the Los Angeles Air Force station several times. He was a member of the Daedalians longer than I, but we had a lot in common in that area. I had a great deal of respect for Charlie, and always enjoyed being in his company."

Col. Russell Drosendahl

"It was an honor, blessing and privilege to know Charlie Valentine."

Whenever Charlie walked into a room, it was like filling the room with sunshine.

Charlie always made me feel good when he was around."

Col. Lawrence Allen



Photo Courtesy of Charles Valentine

Charlie's B-25 crew in 1944. Charlie is back row right. The 1936 Plymouth in background – their "squad car."

"I was never introduced to Charlie. I saw his photo on the wall in the old hangar. I think my first thought was, "who is this old guy in the C-46 hat?"

A few years later, after I retired from the airlines and returned to Camarillo, I started going to breakfast on Saturday mornings at the airport café, The Waypoint, with a few of the guys, including Charlie.

Breakfast conversation always seemed to end way too soon, and more than once Charlie and I were the last to leave the café. We would get caught up on some bit of Air Force history or trivia and, while I only knew about it from history books, Charlie knew about it from personal experience.

Was I impressed? You bet! The more we talked over breakfast, the more I learned. Charlie was living history, and I was lucky to have met him. I'll miss those conversations and we will all miss Charlie."

Col. Ron Fleishman



© Photo by Lawrence Allen

The *China Doll* Crew: Eric Lange, Charlie, Kelvin Rautiola, Wilfred Whyte, Joe Catrambone, Lawrence Allen, Gino Dellanina, and Gene O'Neal. These guys have kept *China Doll* flying for many years.

Wing Photo Page I



© Photo by Dave Flood

Robert Albee presided over his first Wing Staff Meeting on Jan. 17 since being elected Wing Leader – in the newly renovated “O” Club Room.



© Photo by Dave Flood

Shari Heitkotter giving a final touch on keeping our Zero looking good. She adds TLC to our warbirds.



© Photo by Dave Flood

Ron Fleishman conducting a tour for visitors. Since we will be opening our Museum on Wednesdays starting Feb. 4., we will need more Docents. You can do it – we can help. See Sarah de Bree soon. Thanks!



© Photo by Dave Flood

Our new Wing flag flying proudly with Old Glory.



© Photo by Dick Roberts/Robert Blair

Three lovely ladies from Great Britain recently visited our Museum. A husband of one had been a Spitfire designer. Here they are with Les Bedding.



Photo Courtesy of Ron Fleishman

This vintage photo shows an enthusiastic Southern California Wing contingent in Harlingen, Texas, in October, 1981 - before flying our newly-acquired aircraft, the C-46 *Humpty Dumpty*, back to the Van Nuys Airport. She would eventually be repainted and become our *China Doll*, and then be flown to Camarillo to our new facilities in 1982.

Dreams Take Off With Restored

Biplane: Part I by Jim Camden, *The Spokesman-Review*, Spokane, WA, March 15, 2008

“The miracle of Pacific Air Transport 23, as the plane was designated after it rolled off the Boeing assembly line in Seattle in 1928, had a short and inauspicious beginning. Its first life spanned only about six months, from first flight until it crashed in the fog on the daily mail and passenger run from Medford to Portland. Its rebirth is the testament to the dream of Addison Pemberton, a Spokane-area aviation executive, pilot and antique airplane aficionado, who was captivated by the story of the Boeing 40 in general and one such plane in particular.

Pemberton can recall his father telling stories of Boeing 40s flying overhead every night when he was a boy growing up on an Iowa farm. The farm was on the trans-continental mail route of the 1920s and 1930s, and the planes were so reliable you could set your watch by them, his father used to say.

It became Pemberton’s dream to find and fly one.

Grant Donaldson climbed into the open cockpit of Pacific 23 for the run from Medford to Portland the morning of October 2, 1928, with one passenger and five pounds of mail in the enclosed cabin. It was overcast, with fog ahead in some areas, but that wasn’t unusual for the route through southern Oregon that time of the year. Donaldson and his passenger, D.P. Donovan, a diamond broker headed for Seattle, lifted off at 9:10 a.m.

Donaldson had been trained as a pilot for World War I, but fighting ended before he flew in combat. With the skills he learned in the Army, he became a barnstormer, or stunt pilot, before landing a job flying the mail and passenger routes for Pacific Air Transport, a joint venture that included the Boeing Co.

Boeing was one of the nation’s many fledgling aviation companies when it landed two key government contracts, the mail routes from Seattle to San Diego, and from San Francisco to Chicago. The postal service was looking for planes to fly the routes, and the Model 40A could carry 1,200 pounds of mail and two passengers in the cabin between the engine and the open cockpit for the pilot. The Model 40C was redesigned to carry 500 pounds of mail and four passengers.

Like other planes of the day, it had no radar or other instruments that could help a pilot navigate through the bad weather. They followed roads during the day, and light beacons at night. When Donaldson hit fog, as he did south of Canyonville, he did what all pilots of his era would do: he dropped close to the ground, looking over the sides of the cockpit to pick his way through the soup.

He dropped too low. A lower wing hit one tree, then another and another until the plane plowed into the side of Canyon Mountain. Donaldson crawled out of the cockpit and tried unsuccessfully to pull the lifeless Donovan out of the wreckage. Seriously burned, Donaldson stumbled down the mountain to the road below, where a car driven by a Lutheran minister from nearby Albany picked him up and took him to a doctor in Canyonville.

By then, Donaldson was incoherent. Canyonville authorities contacted Pacific Air Transport, who asked about the passenger. That was the first local residents had heard about a passenger. A search party eventually found Donovan – burned beyond recognition – and some of the diamonds he’d been carrying in a satchel.

Donaldson was flown to Portland, and later to Seattle, for medical treatment. For years after the crash, people would hike to the site for souvenirs, and sift through the dirt for diamonds. A few lucky ones found them. Pieces of the wreckage found their way into town, too. The tail cone was placed on a vacant lot and for years served as a “jungle gym” for the town’s children. The crash site was more than nine miles from the town, and over time it became more of a legend told around campfires than a destination for an adventure. The forest grew back up around it, and the location faded from memory.



© Photo by Ryan Pemberton

Addison Pemberton flying his restored Boeing 40C biplane over the city of Seattle.

Despite the crash of Pacific 23, the Boeing 40 was considered a safe plane. The overall design wasn’t much evolved from open-cockpit military planes of WWI, but the engine, the Pratt & Whitney Wasp, was new, and powerful. Boeing made some version of the Model 40 until 1935. That production allowed Boeing to weather the stock market crash of 1929 and the early Depression years when some other companies folded.

The plane also led to a joint venture between Boeing and Pratt & Whitney: Boeing Air Transport took over Pacific Air Transport to fly the coast route and the SF-Chicago route. In 1934, that merged into United Aircraft and Transport Corp., the predecessor of United Airlines.”

Dreams Take Off With Restored Biplane: Part II

by Jim Camden, *The Spokesman-Review*, Spokane, WA, March 15, 2008

“Addison Pemberton heard the story of Pacific 23 – in southern Oregon the legend had attained the status of the Flying Dutchman – and spent years looking for the wreckage. He could never find it, and, by the end of the 1980s, he gave up.

Ron Bartley, a member of the Oregon Aviation Historical Society, didn't. Bartley, a geologist with a knack for finding crash sites, and the author of a book on Pacific Air Transport operations, had been to the wreck as a boy. He found it one foggy day in 1993 on federal forest land high above Interstate 5. After getting federal permission to salvage the plane, Bartley and other members of the historical society hauled more than 200 'pieces and parts' off the site. Storing the parts was a problem, though, and the wreckage was kept in members' barns, sheds and, in one case, a horse trailer. Society members knew of Pemberton's reputation for restorations, and, when he approached them with the idea to restore it, they sold it to him.



© Photo by Ryan Pemberton

Wendy and Addison Pemberton next to their pride and joy – the rebuilt Boeing 40C.

That began a nine-year effort at Felts, with a crew of about 61 volunteers working to rebuild a plane by remaking thousands of parts to the 1928 specifications. Some changes were made: the original plane's skin was Irish linen; the restored model has a composite fabric that's lighter and won't need replacement as frequently. Fortunately for the project, Pemberton's wife Wendy is an accomplished plane fabric seamstress, as well as a pilot.

Pemberton estimates 61 volunteers spent more than 18,000 hours on the project, with about 21 involved to a moderate degree and nine to what he calls “a diseased degree.” It's a family disease, with his wife and sons Ryan and Jay, also pilots, sharing the bug.”

Addison Pemberton participated, with his Boeing 40C, in a special reenactment of the 90th anniversary of transcontinental airmail flights along with two other vintage planes in September, 2008. Sponsored by Boeing and Jeppesen, they flew from Republic Field in New York to San Francisco in 29 hours of flight time over eight days.

Reenactment of Transcontinental Air Mail Route: Sept. 10-18, 2008

by Dave Flood



© Photo by George Perks

From left: Boeing 40C; 1930 Stearman Jr. Speedmail; and 1927 Stearman C3B – lined up at Republic Field in New York – ready to take off on 9/10/2008 on their historic flight commemorating the 90th anniversary of the first transcontinental mail flight.



© Photo by George Perks

The Boeing 40C (top) and Stearman Speedmail over the Statue of Liberty. Stops included Cleveland, Chicago, Iowa City, Omaha, Cheyenne, Salt Lake City, Elko and Reno.



© Photo by George Perks

The Stearman C3B (near) and Boeing 40C over Iowa. They delivered their mail in SFO after 29 hours in the air.

Maintenance Officer's Report by Joe Peppito

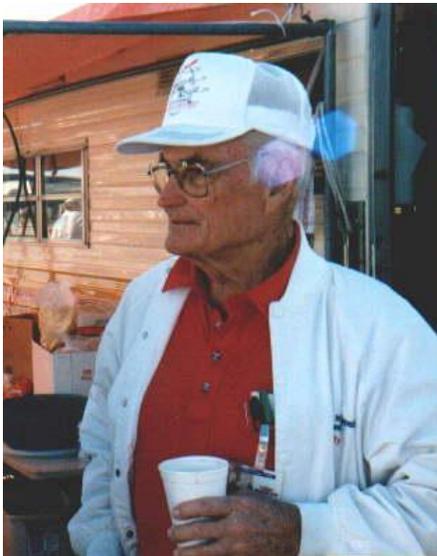
Well, here I am again, your Maintenance Officer for 2009/2010. I want to thank all the members who voted for me and who indicated they have confidence in my ability to keep all our airplanes in flying condition. I will do my best to support all your needs and requirements. We are all members of a team to keep the objectives of the CAF alive: "To operate and maintain as many of the combat aircraft flying as is possible."

We now have ten airplanes assigned to our Wing. We are responsible for their operations and maintenance. This is a large job for the present staff who are now available. However, with everyone's support and cooperation, I am sure we can accomplish this tremendous task.

The SNJ-5 and PT-19A are both flying and participating in the Warbird Ride Program – and doing well. The F6F-5, F8F-2 and the A6M3 Zero are all in good flying condition, and ready for the air show season. The aircraft in restoration: PBJ-1J (B-25J); Spitfire MkXIV; SNJ-4; and Fairchild F-24 are all progressing well, and there is a good possibility that the SNJ-4 should be ready for flying status soon. We are still not sure of what the future holds for the C-46 *China Doll*.

I am planning a General Maintenance Meeting with all Crew Chiefs and maintenance personnel in attendance. This will give everyone an opportunity to find out what our plans are for this coming year, and to give their inputs to these plans.

So...let's put aside any differences that we might have, and all work together and put all our airplanes back in the air. Keep 'Em Flying!



Col. Marvin L. (Lefty) Gardner
September 10, 1921 – December 24, 2008

Lefty soared with the eagles, and is now with the angels.

The Aircraft Mechanic

Author Unknown

The Aviation Industry has always been a very complex, critical and exacting occupational endeavor. It requires teamwork and a great deal of dedication on the part of the team mechanic to repair and maintain his aircraft in a safe and airworthy condition. He(he) is one of the most important members of the aircraft operational team. True, without the pilot to fly the airplane, we could not operate the aircraft and therefore have no need for it. However, without the mechanic to maintain and repair the airplane, the pilot would not have an airplane to fly. Therefore, we are all members of the team and must work and operate together.

The aircraft mechanic must be knowledgeable, precise, dedicated, trustworthy, and honest at all times in the performance of his duties. Never accepting mediocrity and never assuming anything in his work habits or job performance. Remember, when you assume that an airplane is safe and airworthy, you are making an "ass" out of "u" and "me."

The aircraft mechanic must be a dedicated person who is very knowledgeable concerning the construction and proper operation of all of the various systems of the aircraft. He(he) must also be very adept and capable in performing the various maintenance procedures and techniques required to repair and maintain the airplane.

The aircraft mechanic is not only knowledgeable about the aircraft itself, but also concerning good aircraft maintenance practices and procedures concerning working with wood and metal construction, electrical systems, fluid and mechanical system repair and maintenance. He(he) should also be knowledgeable about flight control system maintenance and repair and particularly engine maintenance, repair and operation. He(he) must also be familiar with FAA regulations, policies and procedures, as well as the manufacturer's maintenance and inspection manual requirements.



© Photo by Dave Flood

Some of our Aircraft Mechanics at work. From left: Keith Bailey, Alan Nicholson and supervising the job: Joe Peppito. All of our Aircraft Mechanics are volunteers and all are devoted and dedicated to their work.

Wing Photo Page II



© Photo by Dan Newcomb
Kaitlyn riding "shotgun" for her daddy, Marc Russell, on one of our tugs during a special event day.



© Photo by Dave Flood
Our SNJ-4 #N6411D during a recent runup of her engine. Note the neighboring C-47 in the background.



© Photo by Dave Flood
Docent Paul Gnitke giving our Yak 3 a good brushup. Paul is one of our newest members, and we are delighted to welcome all new members to our Wing. They bring fresh ideas and enthusiasm to our operation.



© Photo by Dave Flood
Jeff Birdt, Joe Peppito, and Dan Newcomb deciding what else to throw out in their "Operation House-cleaning" in the west end of the Restoration Hangar.



© Photo by Dan Newcomb
Jeff Birdt and Al Blake doing yeoman work in the hangar cleanup. Look at all that empty space!



© Photo by Dan Newcomb
Some of the extra space created by the PBJ Cleanup Crew. The impetus is twofold: (1) from the necessity of turning the PBJ around so the wings can be attached; and (2) to fulfill a promise of new Maintenance Officer Joe Peppito to get the Restoration Hangar "ship-shape." Note the yellow bins for easy access to rivets.

Hangar Fund Donors – 2008

Robert Bradford	Gilbert Brice	Isaac Brown	Terry Cedar	John Deakin
Casey & Sarah de Bree	Stephen Doerfler	Russell Drosendahl	George Hernandez	Richard Johnson
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Many thanks to all the Hangar Fund Donors for their unselfish generosity. With your donations, we are able to "Keep 'Em Flying!"

To contribute to the Hangar Fund, please send your check to : CAF, 455 Aviation Drive, Camarillo, CA 93010 – Attention: Casey de Bree (mark "For Hangar Fund"). Thank you !



Southern California Wing
455 Aviation Drive
Camarillo, CA 93010

2009 WING MEMBERSHIP RENEWAL NOTICE

February 1, 2009

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 2009.

We are one of the leading wings in the CAF with more than 225 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, 2009 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 2008 your dues are considered paid for 2009, but any contribution to any of our projects that you wish to make will be greatly appreciated.

Sincerely,

Robert Albee, Wing Leader

2009 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. #: _____
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THE CAF IS A PATRIOTIC ORGANIZATION DEDICATED TO THE PRESERVATION OF THE WORLD'S GREAT COMBAT AIRCRAFT
CONTRIBUTIONS TO THE CAF ARE TAX DEDUCTIBLE