

Flight Line

The Official Publication of the CAF

Southern California Wing

455 Aviation Drive, Camarillo, CA 93010

(805) 482-0064

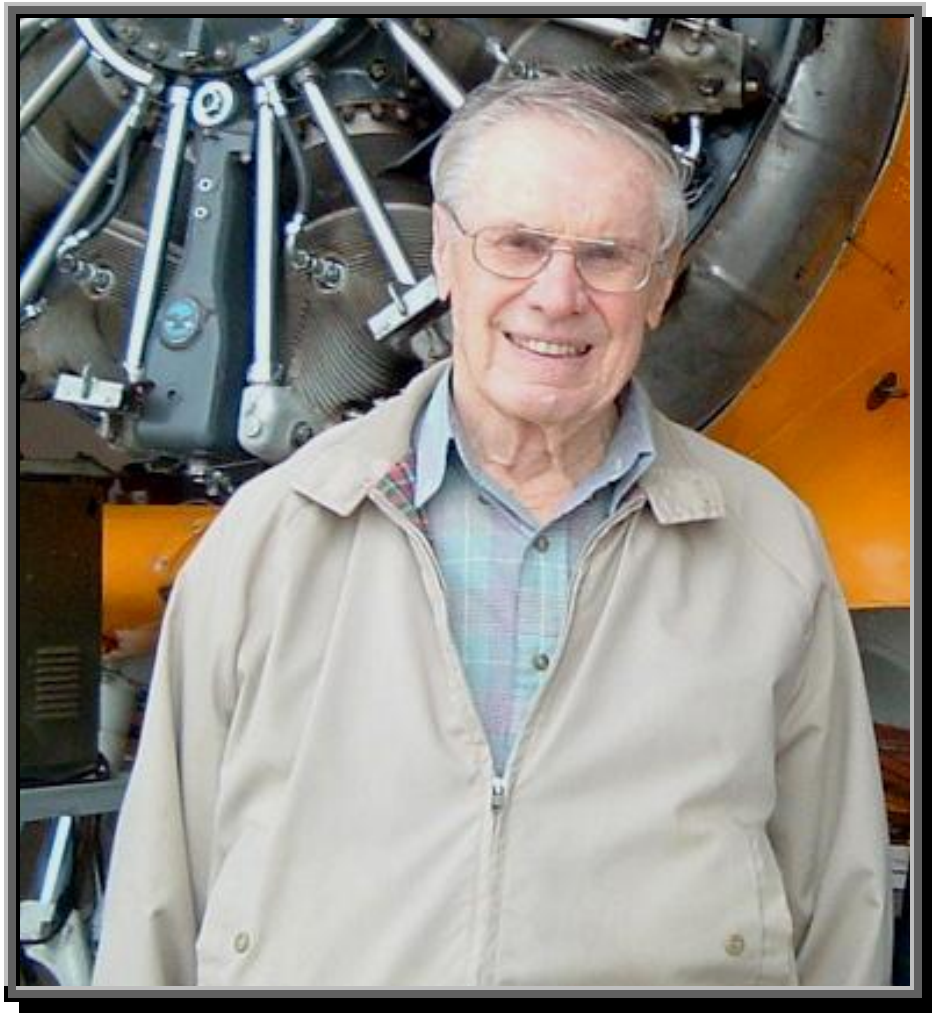
February, 2012
Vol. XXXII No. 2



© Photo by Eric Van Gilder

Lockheed EC121T ready to leave CMA

Visit us on line at www.cafsocal.com



© Photo by Dave Flood

Col. Orville "Bill" Main, proud recipient of the CAF's American Combat Airman Hall of Fame award for 2011. See pages 6 and 7 for the text of Bill's award on a permanent plaque displayed in the CAF's Airpower Museum in Midland, Texas.

Wing Staff Meeting, Saturday, February 18, 2012 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.

February 2012

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

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	PBJ Fuel Tank Installation 3
Finance Officer	* Craig Bennett	(818) 425-9474	cwbennett@yahoo.com	Lockheed EC121T Leaves Camarillo 4
Operations Officer	* Jason Somes	(818) 292-4646	nbnh@aol.com	Wing Photo Page I 5
Maintenance Officer	* Ken Gottschall	(818) 439-5885	kgts@netzero.com	Bill Main – Airman Hall of Fame Award . . 6
Safety Officer	* Shari Heitkotter	(559) 285-0430	planejanex15@gmail.com	Wing Photo Page II: Aviation Art 8
Museum Manager	John Woolley	(805) 407-4800	jwools@sbcglobal.net	Wing Photo Page III 9
Deputy Finance Officer	Casey de Bree	(805) 205-0494	scdebree@aol.com	Wing Photo Page IV 10
Gift Shop Manager	Jim Tierney	(805) 522-7067	jimerniet@aol.com	"Preserving the Legacy". 11
Public Info Officer	Pat Brown	(805) 479-2221	(no e-mail)	2012 Wing Membership Renewal 14
Hangar Event Mgr	Stephen E Barber	(805) 223-1077	barber.stephen@gmail.com	
Chief Docent	Walt Metcalf	(805) 482-8291	wmetcalf@yahoo.com	
Friends Coordinator	Ceci Stratford	(805) 630-3696	cecipilot@sbcglobal.net	
Air Show Officer	Jason Somes	(818) 292-4646	nbnh@aol.com	
Air Show Coordinator	David Spence	(818) 400-4834	davidspence5@sbcgloball.net	
Facility Officer	Al Kepler	(818) 352-4318	kepler53@yahoo.com	
Personnel Officer	Norm Swagler	(805) 482-6994	pswagler@hotmail.com	
Historian	Ron Fleishman	(805) 384-4426	oldplanec46@aol.com	
Training Officer	Joe Peppito	(805) 498-4187	jocafpeppo@msn.com	
Collections Manager	Jim Tierney	(805) 522-7067	jimerniet@aol.com	
Grant Writer.	(Vacant)			
Newsletter Editor	Dave Flood		macantuile@yahoo.com	
Newsletter Production	Casey de Bree	(805) 205-0494	scdebree@aol.com	
Webmaster	Ken Gottschall	(818) 439-5885	kgts@netzero.com	
Librarian	Jim Hinkelman	(805) 581-5520	(no e-mail)	
HANGAR PHONE (805) 482-0064 HANGAR FAX (805) 482-0348 WEBSITE www.cafsocial.com				Submittal Deadline - 15th of the month Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501
* Denotes Staff Position				

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PBJ Fuel Tank Installation by Dan Newcomb

I must admit this is the hardest time of the year for me to get motivated for the drive down to CMA. Getting up at 0500 is never fun but when it is pitch dark and 27 degrees it makes it a wee bit harder. The sky was clear so I wouldn't have to worry about ice and snow and the thought of enjoying a few hours of nice Ventura County weather made me feel better.

As I cruised along Interstate 5 I called ATIS to check the weather at CMA and was informed that it was only 2 degrees Celsius. With that inspiring news, I turned up the climate control and jacked up my seat heater and forged ahead.

We had a full crew at CAF-SoCAWing, with the exception of Bucker Boy (Scott Drosos), who is in MIA doing a PC. Our main goal for the day was to install the right aft main fuel tank. This is the heaviest tank that we will install due to it being the old style, self-sealing type. All of our other tanks will be the new, thinner and much lighter bladder tanks. Using this older tank, which has been certified and is in virtually new condition, saves us many thousands of dollars. By virtue of the older self-sealing tank's design it is very rigid, which calls for a tight and precise fit. It took hours of horsing and prodding and coaxing, but by the end of the day the tank was up and in place. Full installation should be completed in a week.

Jerry is getting close to finishing the left wing attach angle. John is cranking away on the fuel system. Alan is working on the fire extinguisher system. Dave is working on cleaning one of the main fuel doors prepping for paint; Mike is getting ready to paint the ailerons and Ken is working on a wing repair. Several of our guys work two or more days a week. I'm starting to feel out of the loop - being so far away - but until Marc buys me a home in Simi I'm resigned to a once-a-week trip to CMA.

Before I close I must give John Syrdahl a huge ATTABOY! John not only puts a huge amount of time and effort and, I may also add, quality, into our project - but the Norwegian cracked his check book open once again and has given our PBJ a very generous contribution! Many thanks from all of us, John!

Editor's Note: If you would like to join John in helping to restore our North American PBJ-1J Mitchell bomber "Semper Fi," please send your contribution to:

*Col. Marc Russell, Crew Chief
"Semper Fi" Restoration Fund
Commemorative Air Force
Southern California Wing
455 Aviation Drive
Camarillo, CA 93010*

Our heartfelt thanks to you for helping us to "Keep 'Em Flying!"



© Photo by Dave Flood

"173,174, 175,...and counting!" Col. John Syrdahl counting the bolts that will hold the PBJ wing together when they get attached. Remember the nuts, John!



© Photo by Dan Newcomb

Cols. Marc Russell, Jeff Birdt and John Syrdahl preparing the rigid fuel tank for installation.



© Photo by Dan Newcomb

The fuel tank installed in the wing. The finishing attachments will be made soon. The PBJ Restoration Crew has made incredible progress toward their goal.

Lockheed EC121T Leaves Camarillo

By Carol Lawrence, *Ventura County Star*, January 15, 2012

"It took seven years to set the "Connie" Cold War spy plane at the Camarillo Airport into flying condition, but only 45 seconds for it to take off Saturday afternoon.

Preceded by a few Cessnas and Pipers that appeared tiny in comparison, the massive plane, with its 123-foot wingspan and distinct three rudders, thundered down the runway and lifted effortlessly toward the overcast sky above.

A collective sigh could almost be heard among the 200 or so aviation enthusiasts gathered along the taxiway. They were witnessing what they felt was a momentous historic event – the last flight of a Connie in the United States.

'Listen to that rumbling,' said Jeff Whitesell of Downey, a pilot with Delta Air Lines, of the plane's total 13,600 horsepower from four engines. 'That's power!'

The Lockheed EC121T Super Constellation "Warning Star" arrived at the Camarillo Airport sometime around 1995, after the late Moorpark resident Wayne Jones bought the plane – in 1994, and moved it to the airport to be flown in air shows.

Connies initially were designed by Lockheed to be commercial airliners that could carry up to 40 passengers, based on a design by aviator and TWA owner Howard Hughes.

Speed and distance records set by the Connie, and the weight capability caught the eye of the U.S. military, and Connies were slated to become spy planes. Lockheed retro-fitted them with the most high-tech surveillance equipment the U.S. had at the time.

During the Cold War, the Korean and Vietnam wars and the Cuban Missile Crisis, Connies often stayed in the air for 23 hours at a time.

Their radar and surveillance equipment monitored telemetry for satellites, missiles and space shots. They also gathered data on weather, communications and radar signals. At 113 ½ feet long, the aircraft could fit 31 people, two bunks, tables and booths, a kitchenette, bathroom, seats and lots of technology.

Frank Wright headed the repair effort as Restoration Operations Manager for the Yanks Air Museum, owned by Charles and Judith Nichols. The museum tracks down vintage aircraft to be restored and displayed.

To get to Chino, the Connie needed a ferry permit from the FAA, showing it was safe for flight, Wright said.

That meant a major overhaul of every system, he said. The crew also had to remove extensive corrosion on the wings, and put new "skins" on the rudders.

Work on the Connie was spread out over seven years, Wright said, as money, weather, time and daylight hours permitted. Six to eight mechanics worked on the plane for weeks at a time. Some were from the museum's restoration department, while others were contracted.

On Saturday, after the flight, Wright expressed relief that years of effort succeeded in the Connie's arrival in Chino. 'I felt wonderful,' Wright said, 'I told you it would fly.' "



© Photo by Eric Van Gilder

Lockheed EC121T taxiing toward the CMA runway.



© Photo by Dave Flood

The Super Connie begins her takeoff run



© Photo by Eric Van Gilder

Lockheed EC121T Connie "Warning Star" flies over Camarillo Airport for one last salute before continuing eastward toward Chino and its new home.

<http://youtu.be/Sx-t8SFLifQ?hd=1>

<http://youtu.be/YJvXCoWtq5k?hd=1>

Wing Photo Page I



© Photo by John Dibbs/ planepicture.com
 © Barrett Tilman, *Flight Journal*, April, 2012

Our Wing's F6F-5 Hellcat and A6M3 Zero (Insert: CDR David McCampbell, USN)

Our Hellcat, *Minsi III*, is in CDR McCampbell's colors.

"The top Navy ace emerged later that year (1944) under different circumstances. Cdr. David McCampbell had flown F3Fs and F4Fs before F6Fs, leading Air Group 15 from the fast carrier *USS Essex*. A gunnery enthusiast, he said, "I got so good that I couldn't get any better. On my last hop before we deployed I shot the cable off the tow target."

McCampbell scored his first two victories in early June and soon hit his stride, splashing seven planes in two missions during the Marianas "Turkey Shoot" of June 19.

Four months later, during the Leyte Gulf battle on October 24, he set the all-time American record with nine confirmed kills and two probables in one mission. Thus, he became America's only two-time ace in a day and ended his tour with 34 victories. Subsequently, he received the Medal of Honor from President Truman."



©Photo by Dave Flood

And you thought Michelangelo had a hard time in the Sistine Chapel! Here's Dick Roberts and Greg Bauman installing the tail wheel on the Spitfire.



© Photo Courtesy of John Woolley

Cols. Jim Hinkelman, John Woolley, Charlie Carr, Paul Kleinbaum and Greg Mead - pulling the Russian Yak-3 WWII fighter out of the Museum Hangar. What – no tug available, gentlemen? They are obviously singing the famous Russian Volga Boatmen Song "Yo Heave Ho!"

We have had the honor of displaying this venerable warbird for many years, thanks to David Price. Now she is going back to Santa Monica to be displayed in the new *Museum of Flying*, scheduled to be opened this month. Bruce Lockwood, affiliated with the new *Museum of Flying*, is doing the work on dismantling the Yak-3 for transport by truck to Santa Monica. Several years ago, Bruce crated up the Hawker *Hurricane* for its journey overland to the Canadian Warplane Heritage Museum in Mr. Hope, Ontario, Canada. Bruce has been an Unlimited Class Air Racer. with 2 golds at Reno in P-51D *Dago Red*.



© Photo by John Thow

Cols. Ken Gottschall in the P-51 Mustang *Man O' War* and Jason Somes in the Zero on the way to an air show over the California desert.

John Thow, the photographer, is the artist who did the nose art on both sides of B-25J *Executive Sweet*.

Col. Bill Main – American Combat Airman Hall of Fame Award – 2011

Bill Main, our Resident B-17 WWII Pilot, is one of the recipients of the CAF's *American Combat Airman Hall of Fame Award* for 2011.

At the AIRSHO 2011, a special plaque commemorating Bill's experience as a B-17 pilot with the 94th Bomb Group, 8th Air Force was placed alongside many other notable airmen in the CAF's Airpower Museum in Midland, Texas.



American Combat Airmen Hall of Fame Display in the CAF's Airpower Museum in Midland

The CAF Airpower Museum honors those who build, service, and fly U.S. military aircraft which preserve freedom and democracy around the world.

The American Combat Airman Hall of Fame (ACAHOFF) recognizes Americans who served in the air during any war of conflict in a manner that reflects credit upon the fighting men and women of the United States.

Whether an Ace, or an aircrewman who otherwise distinguishes himself, it is each combat airman's personal sacrifice, courage under fire and faith in American values that the CAF Airpower Museum honors in the American Combat Airman Hall of Fame.

Some of the previous inductees include:

President George H.W. Bush, Jimmy Doolittle, Joe Foss, The "Flying Tigers," and many more. Our late comrade, Col. Don McMillan is also enshrined in the CAF's American Combat Airman Hall of Fame.

All of us – Bill's fellow members – in the CAF's Southern California Wing are extremely proud of Bill and his exploits during his service in WWII. We also honor Bill for his active service to our Wing over many years. He is truly a living legend to all of us – and a nice role model, too. Congratulations, Bill! You certainly deserve all the kudos!



© Photo by Ron Fleishman

Here is Bill's plaque displayed in the CAF's American Combat Airman Hall of Fame

Following is the text of Bill's commemorative plaque:

"Second Lieutenant Orville W. Main, USAF

During Orville W. Main's careers with the military, CAF and civilian aviation industry, Main flew everything from a B-17 to 747s. As a B-17 pilot, Main flew 35 combat missions while stationed at Bury-St.-Edmunds, England – with the 331st Bomber Squadron (94th Bomb Group, 8th Air Force). Once he had completed his career in military aviation, he continued flying as a pilot for American Airlines. After retirement, he joined up with the CAF, where he resumed his love affair with the B-17 by flying their "Sentimental Journey."

Born on July 30, 1924, Bill Main grew up on his family's small dairy farm in the rural town of Colfax, Iowa. When Pearl Harbor was attacked, he was in his senior year of high school.

Upon hearing the announcement that the U.S. was going to war with Japan, Main knew that his life was about to change. Main knew he would have to discuss the matter with his parents in order for them to sign his enlistment papers. Main's father was a foot soldier in France during World War I, and did not want his son to see the atrocities of war that he witnessed decades before. After much contemplation, his father knew his son would inevitably be drafted, so he signed the enlistment papers.

Upon graduation from Colfax High School in 1942, Main enlisted in the United States Army Air Corps. Once Main was accepted into the AAC, there was a 6-month wait to begin training, during which time he worked in a Maytag washing machine plant that had been converted to make

Col. Bill Main, ACAHOF continued...

hardware for tank treads. Main began ground training in Santa Ana, California. Once he graduated pilot training in Pecos, TX with Class 44-D in April, 1944, Main was commissioned as a Second Lieutenant. He immediately began training on B-17s in Roswell, New Mexico, followed by advanced B-17 crew training in Ardmore, Oklahoma..

After further training, Main flew his crew via the North Atlantic route to England in December, 1944, to serve with the Mighty 8th Air Force under the command of General Jimmy Doolittle. Lieutenant Main flew 35 missions over enemy territory, enduring flak barrages without losing any men or aircraft. During each mission flown, Main's B-17 carried between four- and six thousand pounds of high explosive bombs. During the course of his missions, Main and his crew were responsible for the delivery of between 140,000 and 210,000 pounds of bombs dropped on a variety of Nazi targets. The accurate delivery of this weaponry helped shorten the length of WWII, thereby saving many lives of allied ground troops and civilians. At great risk to himself, his crew, and his aircraft, Bill delivered the 'goods' on time and on target.



© Painting by Robert Taylor

B-17 Flying Fortresses from the 94th Bomb Group over target somewhere in the air over Germany. Note bomb-bay doors open.

Completing all thirty-five missions successfully and bringing back all of his crew members was a mighty feat.

After returning to be discharged in Santa Ana, CA in 1945, Main continued his military service in the Air Force Reserves. During this time, he earned a degree in mechanical engineering from Northrop Aeronautical Institute on the GI Bill. Main was then hired by American Airlines in August, 1950 and flew a variety of aircraft for American. He married his wife Janet and had a son and a daughter. He retired after thirty-five years of service with American Airlines.

Among Lt. Main's decorations are the Air Medal with four Oak Leaf Clusters; the Good Conduct Medal; the European Theater Medal, with two Bronze Stars; and the WWII Victory Medal."



**2nd Lt. Orville W. "Bill" Main
Just after being commissioned a pilot in
the Army Air Corps**



©Photo by Carol Main Bachman
**Bill (left), with B-17 crew members John Doyle,
(waist gunner), Leroy Kuest (chief engineer),
and Gordon Glover (co-pilot) at a recent reunion
at Castle Air Force Base Air Museum.**



**Bury-St.-Edmunds Air Field, England - as it looks
today. The control tower is now a museum.**

Wing Photo Page II: Aviation Art



© Aviation Art by William Phillips
“Dauntless Against A Rising Sun”
Navy Douglas SBDs from the *USS Yorktown* looking for Japanese targets in the pivotal Battle of Midway.



© Aviation Art by August Schug
Maj. William Barker, No. 201 Squadron, RAF, downing a Fokker D.VII in his Sopwith Snipe E.802 – Oct. 1918.



© Aviation Art by Richard Taylor
“Thunder In The East”
RAF pilots in P-47 Thunderbolts bombing & strafing Japanese-held airport in Rangoon, Burma – Oct. 1944



© Aviation Art by Robert Taylor
“Mission Completed”
A Boeing B-17 Flying Fortress on final approach to its English air field after a bombing raid on Germany. We could conjecture that it’s Bill Main’s B-17 coming “home” to Bury-St. Edmund’s air field over the harvested fields of England.



© Aviation Art by John Shaw
“Thunder Over The Patuxent”
Three planes flown by the test pilots at PAX River’s famous Navy Test Pilot School – an FA-18 Hornet, an F4 Phantom and an F4U Corsair.



© Aviation Art by Robert E. Carlin
An RAF “Camel” flies over the wreckage of Baron von Richthofen’s Fokker TriPlane – Bray-Corbie Road, Somme Valley, France – Sunday, April 21, 1918.

Wing Photo Page III



© Photo by Dave Flood

On Saturday, January 14, 2012, a number of friends and relatives of our late comrade June Hubbard gathered in the Museum Hangar to remember her.



© Photo by Sheryl O'Neil

Cols. Ron Fleishman and Russ Drosendahl officiated at the service for June. A number of people, including her daughter Forrest, and relatives, neighbors and friends, remembered June with anecdotes about her importance in their lives.



© Photo by Dave Flood

Lloyd McAfee, Ken & Forrest Fogelberg (June's daughter & husband) and Ron Fleishman.



© Photo from *The Acorn*

Gene O'Neal and wife Beulah in Moscow on their recent trip to Russia, as seen in *The Acorn*.



© Photos by Dave Flood

The Radial Engine Class, taught by Joe Peppito and Jim Stirone, in action on January 12. Participating were: Joe, Jim, Andrew Henderson, Eric Fischler, Gale Fischler, Jennifer Bauman, Sam Venable, Shan Tambat, and Kenny Wang. They have taken apart a Lycoming R-680 engine, cleaned and painted the parts, and will assemble it for display in our Museum.

Wing Photo Page IV



The Movie “Red Tails” just opened at the Edwards Cinema in Camarillo, and our Museum Staff created a display, with posters and models – which was placed in the lobby of the theater. The CAF, of course, has a P-51 Mustang named “Tuskegee Airmen” in honor of the valiant black airmen who flew with the U.S. Army Air Corps in WWII.



© Photo Courtesy of John Woolley

Here are representative Colonels (and some wives) attending the movie and showing the CAF-SoCAWing display.



© Photo Courtesy of John Woolley

Our CAF-SoCAWing members ready for the movie! Jim’s signaling “Five minutes to show time!”



© Photo by Ron Fleishman

What are we bid for this “Fixer-Upper?” This WWII Jeep has been donated to the Wing and Jim Hinkelman and his able crew will be renovating it.



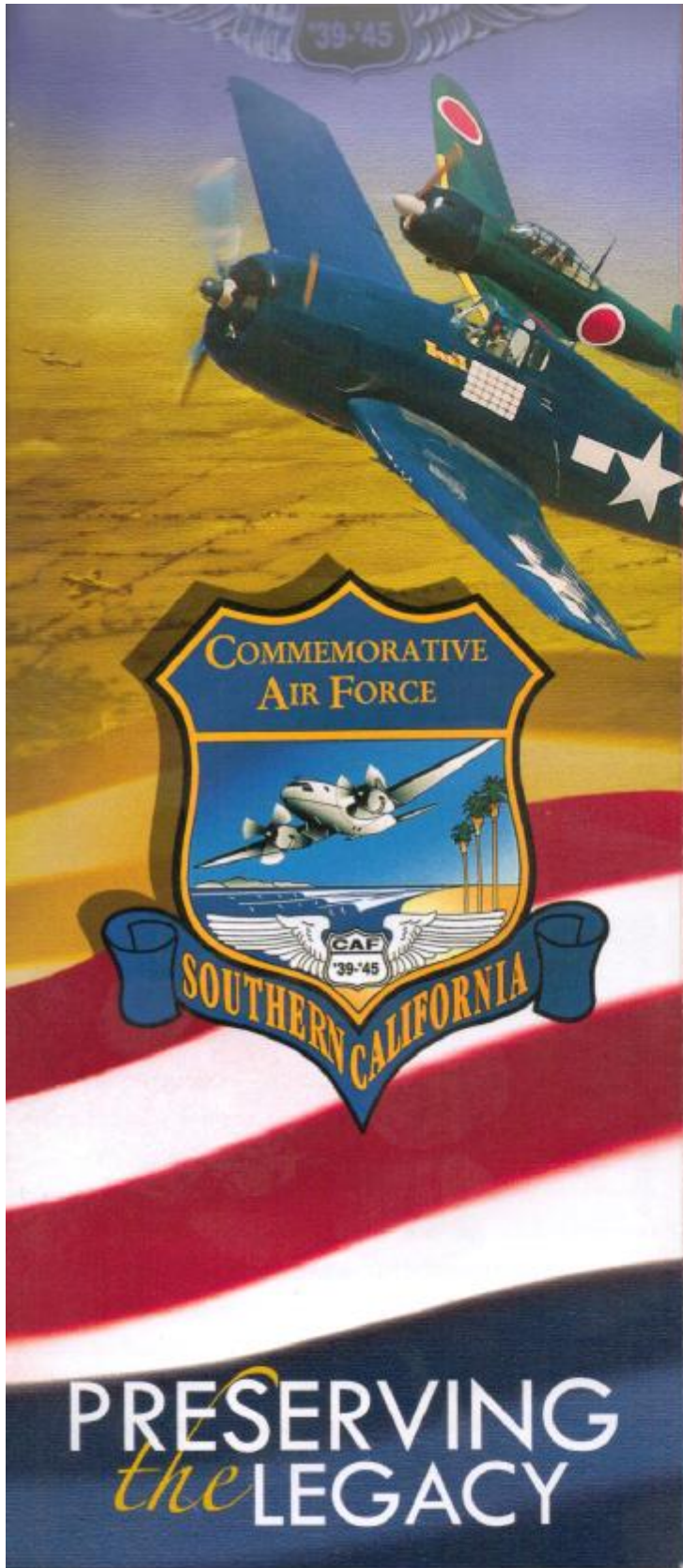
© Photo by Dave Flood

Gus Sutherland sitting at the C-46 “China Doll’s” Navigator Table. Gus was a navigator in an RCAF Avro Lancaster in WWII – flying out of Middleton-St. George, England. He completed ten missions just before the war ended. Gus was a recent visitor to our CAF-SoCAWing’s Aviation Museum.



© Photo by Dave Flood

One of our hard-working volunteers, Col. Mike Perrenoud, giving TLC to the PT-19A Cornell.



the NEXT STEPS...

The Commemorative Air Force (CAF) is an all-volunteer organization, with members from all walks of life, dedicated to preserving the role of military history in the defense of our country. The CAF is a non-profit, privately funded and self supporting organization.



OUR DEDICATION TO PRESERVING HISTORY

The Southern California Wing was established in Camarillo in 1981; it currently has over 350 members. Our passion and commitment are strong; we consistently find ourselves lacking the resources we need to keep the contributions of the many men and women who gave so unselfishly to keep us free. Your generosity can help! All donations make a difference.

COMMEMORATIVE AIR FORCE: OUR MISSION

To Honor American Military Aviation Through Flight, Exhibition and Remembrance.



CAF VISION

The CAF Southern California Wing Museum has worked diligently for more than thirty (30) years to promote an understanding of this Country's historic and cultural heritage to the community we serve. During this time we have worked hard to capture and preserve the values and principles upon which America was founded by telling the story of American Air Power heritage, especially of the World War II era. We accomplish this through the flying and maintenance of our unique aircraft; the exhibition and display of historical artifacts; the development of a library; and through the offering of special presentations to the community that highlight significant events in our Country's history. We offer the following:

CAF Museum

CAF Gift Shop

Docent Led Tours

Air Shows

Facility/Hangar Rental

CAF Membership!

OUR FUTURE

A renovation of our current museum to dramatically improve its attractiveness, enhance the environment while continuing to preserve our current and expanding collection of artifacts, memorabilia, books, and other media.

While we are extremely fortunate to have an impressive collection of aircraft and artifacts, our facility is in desperate need of an air conditioned, climate controlled environment to preserve and better display these treasures. Our current hangar, because of lack of insulation and protection is subject to weather and temperature extremes that are uncomfortable for our staff and guests and, equally important is detrimental to the preservation of our displays, artifacts, books and media collections. It is our desire to create a facility that the community can be proud of and that serves as a testament to the thousands of men and women who gave so unselfishly to protect our freedom.

STAGES. THEY INCLUDE THE FOLLOWING:

- Resurfacing of hangar floor
- Improving the museum entrance which includes admissions and the gift shop
- Display and artifact area
- Library

Hangar Floor: The hangar floor will be resurfaced so that it will be impervious to the normal wear and tear inherent in moving aircraft in and out of the facility. This renovation will significantly enhance the attractiveness and usefulness of the hangar for special events and presentations. Cost estimate: **\$40,000 to \$75,000.**

Museum Entrance: The museum entrance will offer a double-door, protective entrance with a floor surface that replicates an airport runway. It will have a dropped ceiling with enhanced lighting and a climate-controlled environment. Visitors to the Museum will be drawn into a warm and inviting setting in which to experience and enjoy our aviation history. Cost estimate: \$37,500 to \$45,000.



Display and Artifact Areas: The display and artifact areas will have a dropped ceiling with enhanced lighting and a climate-controlled environment to protect and preserve the unique and valuable artifacts. New display cases and a resurfaced floor will create a professional, museum quality atmosphere for visitors. Cost estimate: **See Library costs**



Library: The library will be enclosed by glass with a dropped ceiling, climate-controlled environment to include new shelving, enhanced lighting, and resurfaced floor. A wide range of materials will be housed including: books, periodicals, DVDs, technical manuals, etc. Computer stations will be available to search, identify and retrieve resources from our vast collection of books, media and other materials. Combined cost estimate of display area and library: **\$120,000 to \$150,000.**

Total renovation costs (including equipment, furniture and amenities): \$270,000.

WE NEED YOUR HELP

The CAF Southern California Wing is a recognized 501(c) 3 nonprofit organization. We generate revenue through donations, aircraft rides, special events, and facility rentals. These funds minimally cover the current Wing operating expenses; they are not sufficient to cover our much needed Museum Renovation project. You can help us go to the next level in order to preserve, present and honor our military aviation history.

To make a donation please visit our website at www.cafsocial.com,

or send a check payable to:

CAF SoCal Wing.

**Send to: CAF, 455 Aviation Drive,
Camarillo, CA 93010.**

For more information, please call:

805.482.0064

THANK YOU!



Southern California Wing
455 Aviation Drive
Camarillo, CA 93010

2012 WING MEMBERSHIP RENEWAL NOTICE

January 1, 2012

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