

Flight Line

The Official Publication of the CAF
Southern California Wing
455 Aviation Drive, Camarillo, CA 93010
(805) 482-0064

February, 2013
Vol. XXXIII No. 2



© Photo by Alan Nicholson

Sib's other favorite – SNJ-4 "Bluebird"

Visit us online at www.cafsocal.com



It's a labor of love for Sib Bosso, here giving TLC to his plane, our North American SNJ-5, old No. 290, when he was her Crew Chief. Sib has been the SNJ/T-6 guru for our Wing for many years – recently helping the SNJ-4 "Bluebird" team to get that bird flying. Thanks so much for your dedication and hard work, Sib!

**Wing Staff Meeting, Saturday, February 16, 2013 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 2013

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 Museum Closed	5 Work Day	6	7 Work Day	8	9 Work Day
10	11 Museum Closed	12 Work Day	13	14 Work Day Valentine's Day	15 Docent Meeting 3:30	16 Work Day Wing Staff 9:30
17	18 Museum Closed	19 Work Day	20	21 Work Day	22	23 Work Day
24	25 Museum Closed	26 Work Day	27	28 Work Day	Museum Open 10am to 4pm Every Day Except Monday and Major Holidays	

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Maintenance Officer	* Ken Gottschall	(818) 439-5885	kgts@netzero.com	Aviation Art 5
Safety Officer	* Alan Gaynor	(310)433-3307	agaynor290@gmail.com	Robert Johnson: P-47 Pilot 6
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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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Wing Gathering –January 19, 2013



© Photo by Charles Howell, Air Group One
Robert Blair and Steve Barber, Jr. holding forth at the bar during the Wing Gathering on January 19.



© Photo by Charles Howell, Air Group One
Steve Barber with a helmet full of raffle tickets. Sheryl O'Neil won the door prize – a pilot's watch.

Wing Volunteer Hours: 2012

by Shirley Murphy

To: Kristy Chambers, Member Services Manager, CAF
Danielle Ragsdale, Member Services Asst., CAF

Year-end Report for Volunteer Hours for year 2012

Museum Volunteer Hours.....9,755

Maintenance Volunteer Hours.....23,683

Total Volunteer Hours: 2012.....33,438

Submitted by: (signed)

Col. Shirley D. Murphy
Personnel Officer

Why Should We Attend Wing Staff Conference?

by CAF President Steve Brown

If you are going to be in a leadership position in any organization, you should have training, and you should get it from members of HQ Staff, in concert with other unit leaders from around the country...and this is especially true of the CAF.

What other organization owns and operates WWII aircraft totally with volunteers? NONE. So, if we are going to operate complex aircraft where people's safety / lives are at stake, both on the ground and in the air, then we are going to have mandatory training for unit leadership on an annual basis.

Is this an expense? Yes, of course it is – but those who have chosen to run for election and serve are making a greater commitment to the organization, and with that commitment comes the responsibility to commit time and resources. And that must include training.

So...that is why there is a requirement for unit leadership participation, but let's talk about what you will get out of this conference, and why you will enjoy attending.

- New topics of information
- New delivery methods of existing topics
- Updated and detailed information
- CAF Hall of Fame Banquet
- Exchange of information between unit members, with varying levels of experience and knowledge
- O' Club
- Great fellowship with CAF leaders, General Staff, & HQ Staff.

Typically, our independently-minded members do not like requirements, which I understand, with a smile. But in recent years the CAF has made great progress, and I can link that progress to one word – STANDARDS. We have increased our standards in all areas. We look better, our units perform better, we are financially stronger, we are treating each other better, and, most importantly, we are safer. Those standards have all increased because we have focused. So, WSC is a crucial time for all of us to get "out of the weeds," and focus on the larger picture of progressing the CAF.

Finally, let me give you some feedback from those members who reluctantly attended last year. I had multiple members come to me individually and say in some manner..."I didn't want to come and I would not have come if you didn't require it. But I am surprised to admit that I learned a lot; I had a great time; and I will be back next year." No one wrote or told me that it was not a beneficial experience.

I hope that this logic helps, and I look forward to seeing all of you at Wing Staff Conference.

Should you need further information – please contact Steve Barber, Sr.

CAF Wing Staff Conference

February 28 – March 3, 2013
CAF Headquarters, Midland, Texas

For the agenda, and to apply, go to:

<http://www.commemorativeairforce.com>

Karen Lee Johnson: In Memoriam

August 5, 1950 - January 2, 2013

Karen Lee Johnson, of Camarillo left us Tues., Jan. 2, 2013, pursuing her life's passion: flying. She was born in Murray, Ky., to Dolphus Phelps and Bernice Phelps (Barnett) of Louisville, Ky.

Karen grew up in Kentucky and after high school moved to California where she lived her adult life in Los Angeles, Ojai and Camarillo. She was preceded in death by her father, and sister, Rose Phelps. Karen will be missed by her mother and brother, Tim Phelps; nephew and niece, Joshua and Jessica Phelps, all of Louisville, Ky.; sister, Shari Phelps of Santa Barbara; and many relatives and friends who loved her dearly.

Always kind, energetic, and gracious, Karen's wit, elegant manner, and many talents contributed to her success as a gifted editor, accomplished chef, highly trained helicopter pilot, and avid horsewoman. Karen will always be a role model and hero to those who knew and were amazed by her.

Affiliated with several aviation-related organizations, Karen had previously served as Secretary for the Whirly-Girls and had held every position on the board of the Ventura County Ninety-Nines, where she was currently the Chair. In 2012, she was elected Ventura County Ninety-Nines' Woman Pilot of the Year.

Holding both rotorcraft and fixed-wing commercial certifications, and a multi engine rating, she was employed as a co-pilot on a Cessna Citation CJ3 Jet and as a charter pilot for San Joaquin Helicopters. Always working toward a new goal, she was training to become an on-camera stunt pilot in the motion-picture industry. All told, she enjoyed 1,684 hours in the air, 1,275 in a helicopter and 409 in fixed-wing aircraft.

Memorial Services were held Sun., Jan. 13, 2013, at 11 a.m. at Camarillo Aircraft Service, Hanger #3, at 375 Durley Avenue, Camarillo, CA.

Memorial Services also were held Saturday, January 26, 2013, in Louisville, Ky.

The family asks that friends who wish to remember Karen, make a donation in her memory to: Ventura County 99s P.O. Box 3545, Camarillo, CA, 93010. The Ventura County 99s will be establishing a memorial scholarship in Karen's honor.

CAF-SoCAWing members extend to Karen's family their sincere condolences. May she rest in peace.

Please sign the guest book at obits.VenturaCountyStar.com.



Karen Johnson was a beloved member and chapter chair of the Ventura County Ninety-Nines who perished on January 2, 2013 while flying frost patrol in Delano, California.

Karen touched many of our lives, inspiring many of us to pursue advanced training. While we enjoyed her spunk and humor while she was with us, her exceptional determination and focus should be shared with others. The Ventura County 99s will celebrate her memory and accomplishments with the establishment of a Karen Johnson Memorial Scholarship.

The Ventura County Ninety-Nines have established the Karen Johnson Memorial Scholarship to provide women pilots with financial assistance for advanced flight training. We are proud to support this scholarship to pay tribute to Karen Johnson. You may make a contribution to the scholarship through this website: <http://www.vc99s.com>



Type of helicopter Karen flew for San Joaquin Helicopter Service



Cessna Citation CJ3 Jet

Aviation Art



© Painting by David Poole
"The Baron"

Rittmeister Manfred Von Richtofen watches as an
RAF SE-5A goes down in WWI.



© Painting by Roy Grinnell
"Heading West"

A TWA DC-3 over the Grand Canyon.



© Painting by Sam Lyons, Jr.
"Evening Return"

F4U Corsairs return to USS Bon Homme Richard –
CVA-31 – during the Korean War.



© Painting by Jim Laurier

Grumman TBFs, on the way to attack Japanese
shipping, down a Mitsubishi Zero.



© Painting by Ted Williams
"Gotcha"

A Boeing B-17 gunner crew hits a German Fw-190



© Painting by Stan Stokes
"Fast Cats"

Grumman F-7F Tigercat and F-8F Bearcat in formation
over CV-42 USS Franklin Roosevelt

Robert Johnson: P-47 Pilot

Robert Johnson (21 February 1920 to 27 December 1998) was a USAAF fighter pilot during the Second World War. He is credited with scoring 27 victories during the conflict flying a P-47 Thunderbolt. For his service he was awarded the Distinguished Service Cross, Silver Star, Distinguished Flying Cross, Air Medals and a Purple Heart. Robert S. Johnson was the first USAAF fighter pilot in the European theater to surpass Eddie Rickenbacker's WWI score of 26 victories.



© “Not My Time To Die” – painting by Jim Laurier

On June 26, 1943, Robert Johnson was one in a flight of sixteen P-47 Thunderbolts assigned to escort B-24 bombers to their target. Bob was the first to sight approximately sixteen Focke-Wulf 190's approaching his group from 5 o'clock high but was not able to get any response from his group when he tried to warn them over the radio. On a previous mission he had been the first to sight enemy fighters and broke formation to attack them, successfully breaking up the attack and claiming his first victory. However, he was severely chastised for this by the Wing Commander and was told never to break formation again, no matter what. So on this occasion he held his position and on the first pass of the enemy fighters six Thunderbolts were shot down, including Bob's ship "Half Pint".

His aircraft fell out of control for several thousand feet and was on fire. The fire extinguished itself and Bob regained control of the aircraft. He had not worn his goggles that day (the only time he did this) and his eyes were soaked in hydraulic fluid making it difficult to see. He had two bullet fragments in his right leg. Another bullet had nicked his nose and shattered part of the wind screen.

Bob tried to bail out but discovered that metal behind the cockpit had been splintered in such a way as to prevent the canopy from sliding back more than six inches. With a parachute on, there was obviously not enough space to slip through to safety.

The only option left was to try to fly the Thunderbolt home, or at least to friendly territory, if the aircraft could make it.

Somewhere over France, another Focke-Wulf 190 spotted Bob flying alone and made a firing pass at him. The Fw-190 had only 7.9mm ammo on board and, although every round of it was fired into Bob's plane, the German was not able to finish the job. The German pilot then realized Johnson's rather defenseless position and decided to pull in close to inspect his would-be quarry. The German pulled his left wing in behind Bob's right wing so that the wingtips of each plane were but a few feet from touching each other's fuselage.

From his close vantage point, the German pilot calmly inspected Bob's plane from nose to tail and shook his head, not understanding how the P-47 could still fly so perfectly. Bob kept looking over at the German pilot. He was a good-looking man with blue eyes. He was not a rookie. He projected confidence and had somewhat of an aristocratic air about him. Occasionally their gazes met. Bob could clearly see the German pilot and noticed he was wearing a light blue leather or suede flying jacket with a white scarf wrapped around his neck and tucked into the jacket. He had on a dark brown summer style flying helmet and his black shatter-proof goggles were pushed up above his forehead. In this manner the two men flew alongside each other for almost 30 minutes.

When reaching the English channel near Dieppe, France, The German pilot looked over at Bob one last time. He raised a black-gloved hand and saluted Bob, then peeled off to the right to head for his own base, presumably Abbeville, the home of JG26. Bob flew on toward the English coastline, constantly in radio contact with a coastal air controller. He was low over the water now and thought he might have to ditch into the channel.

Surprisingly, he was able to gain enough altitude to clear the cliffs and was vectored to the nearest airfield by the controller. Bob declined, opting to fly to his own airfield. He landed safely, but his Thunderbolt had to be scrapped. It had over 210 holes in it, with at least twenty being deadly 20mm cannon rounds which had initially brought him down.

He walked into HQ for debriefing and a shot of bourbon just in time to hear a live radio interview on a German radio station that some officers had tuned in. It was the German pilot who had just flown with him!

Although they did not get his name, Bob was sure from the interview that it was the same pilot from his description of events. The German mentioned Bob's identification letters on the side of the Thunderbolt. He thought that Bob must have crashed into the Channel due to his low altitude and the amount of damage to his aircraft.

It is believed that the German pilot was Georg Peter Eder of JG2, who was ferrying a JG26 aircraft that day.

Wing Photo Page I



© Photo Courtesy of Joe Peppito
Members of the 101st Paratroopers in Afghanistan sport knitted caps made by Marge Peppito for all of the guys in Joe and Marge's grandson's unit. Sgt. Joseph Redius, their grandson, is just to the left of the sign, which reads: "Thank you Grandma!"



© Photo by Avery Willis
Ray Beck taking ex-C-46 pilot on tour of our Aviation Museum during the latter's recent visit.



© Photo by Dave Flood
SNJ-5 #290 "exposed"



© Photo by Dave Flood
The Ward brothers, Todd and Brett, owners of the P-51 Mustang "Man O' War" – on their recent visit to our Aviation Museum



© Photo by Dave Flood
Beautiful Wright Flyer model in EAA's office.

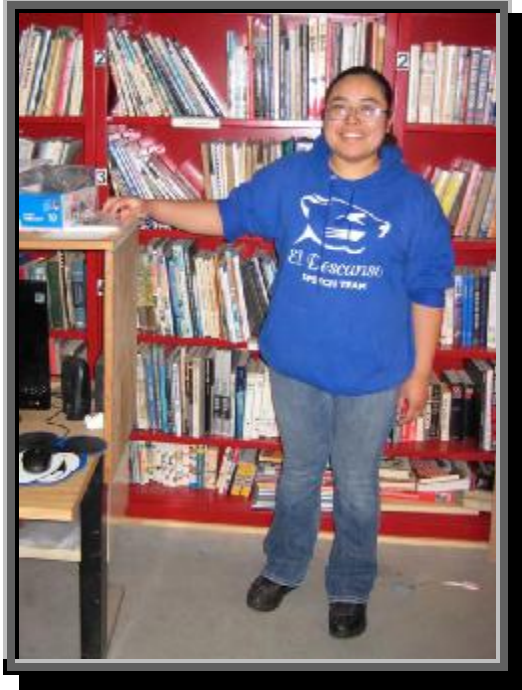


© Photo by Charles Howell, Air Group 1, San Diego
A contingent of CAF Wing Air Group 1, San Diego, visited us on Saturday, January 19. Here they are meeting with our Wing Leader, Steve Barber, in our "O Club" in the Aviation Museum Hangar.

Aviation Museum Notes

by John Woolley

The SoCal Wing would like to recognize three volunteer workers, Brenda Zuniga, Kelly Grimsby and George McCartney, who have recently joined us to assist in the development of our Wing library and in other tasks regarding the ongoing maintenance of the Aviation Museum.



© Photo by John Woolley

Brenda Zuniga, CSUCI Student Intern

Brenda Zuniga comes to us via CalState University – Channel Islands (CSUCI), earning college credit serving as a student intern. Brenda is a history major in her senior year. She has been a great asset in assisting Jim Hinkelman in the library - cataloguing, going on docent tours, assisting at the admissions desk and helping Charlie Carr in keeping display cases dusted and clean.

She has local roots - coming to us via Rio Mesa High School, Ventura College and now CSUCI. Brenda's smiling face, reliability and willingness to assist in a wide range of tasks have been very welcome attributes.

George McCartney comes to us from a referral by his son, Steve McCartney, CAF-SoCAWing member and war-bird pilot. George has a life-long love of aviation. He owned his first plane, a Cessna 150, in 1971, and has been a member of the CAP in Oregon. He retired from the Ventura County Works Department in 1992 - where he was an inspector.

George will start out by working in the library, re-arranging and assisting in the cataloguing of the multitude of manuals and periodicals the Wing has collected over the years. He is eager to assist the museum in anyway he can.

We know his work ethic is a very good one, since we have witnessed that of his son Steve, and, as the old saying goes, the branch doesn't fall too far from the tree.



© Photo by John Woolley

George McCartney, Aviation Museum Volunteer

In addition to Brenda and George, another student from CA State University – Channel Islands has joined our Aviation Museum Library crew. Kelley Grimsby is helping Brenda with cataloguing the CAF "Dispatch" magazines, and also cataloguing archived "Flight Line" newsletters – with a special program designed by Don Williamson.



© Photo by Avery Willis

Brenda Zuniga and Kelly Grimsby of CSUCI helping catalogue "Dispatch" and "Flight Line"

We are extremely fortunate to have three people of the caliber of Brenda Zuniga, Kelly Grimsby and George McCartney volunteering to help us move forward in improving our library and museum.

Bob Cheveres: New Docent by John Woolley



Capt. Bob Cheveres in front of his favorite aircraft, The F-4 Phantom, which he flew in Vietnam

One of our newer docents is a local boy who made good – Bob Cheveres. Bob's is a true success story.

He was born and raised in La Colonia, Oxnard - one of seven children. After graduating from Oxnard High School in 1956, he joined the USAF.



Photo circa 1955, of the Marine contingent of the Oxnard Union High School R.O.T.C. Bob Cheveres is 2nd from left in the back row.

Bob attended the University of Arizona, where he earned degrees in aeronautical and space engineering.

He flew two combat tours in the Vietnam conflict in F-4 Phantom jets, flying over 150 combat missions with the 421st fighter squadron of the 366th Fighter Wing, the "Gunfighters." He was awarded two (2) Distinguished Flying Crosses (DFC), eight (8) Air Medals and a Bronze Star with "V" device for bravery in combat - plus other medals.

During his stint in the military, over the years from 1958 to 1978, Bob graduated from the following service schools:

Squadron Officers School

Air Command and Staff College
Industrial College of the Armed Forces
The prestigious Air War College for senior officers

Bob retired from the Air Force with the rank of Lt. Colonel.

In civilian life, Bob Cheveres was a professor and Director, Department of Aerospace Studies, College of Engineering, University of Puerto Rico, Mayaguez, PR.



In 1976. Bob Cheveres (center) received the "Keys to the City" of Oxnard from city officials.

In 1976, Bob received the keys to the City of Oxnard as a distinguished son.

Bob is very interested in being part of developing an educational program for our Aviation Museum.



Bob Cheveres as a young lieutenant with his McDonnell-Douglas F-4 Phantom in Vietnam.



Southern California Wing
455 Aviation Drive
Camarillo, CA 93010

2013 WING MEMBERSHIP RENEWAL NOTICE

February 1, 2013

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 2013.

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, 2013 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, or the Fairchild F-24 restoration, or any other project you may wish to support.

If you joined the Southern California Wing in October, November, or December 2012 your dues are considered paid for 2013, but any contribution to any of our projects that you wish to make will be greatly appreciated.

Sincerely,

Steve Barber, Wing Leader

2013 Wing Dues	\$50. ⁰⁰
Hangar/Museum Building Fund	_____
B-25/PBJ Restoration	_____
Fairchild F-24 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