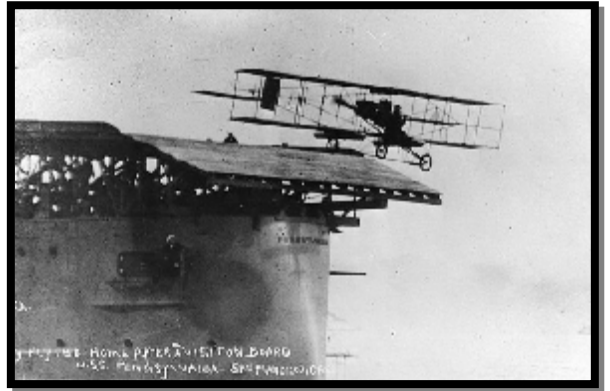


Flight Line

The Official Publication of the CAF

Southern California Wing
455 Aviation Drive, Camarillo, CA 93010
(805) 482-0064



Eugene Ely taking off from USS
Pennsylvania, SF Bay, Jan 18, 1911

Vol. XXXI No. 1

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HAPPY NEW YEAR



US Navy Photo

Early Navy seaplanes flying over North Island Naval Base, San Diego.
2011 marks the Centennial of Naval Aviation. In early February, the Navy plans a
150-plane flyover at San Diego in honor of the Centennial. It will
be the largest formation of Navy warbirds from every era since World War II.
See pages 4, 5, and 6 for more on the Naval Aviation Centennial.

**Wing Staff Meeting, Saturday, January 8, 2011 at 9:30 a.m. at the
CAF Museum Hangar, 455 Aviation Drive, Camarillo Airport**

Our CAF Mission: To Honor American Military Aviation Through Flight, Exhibition and Remembrance.

January 2011

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

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Submittal Deadline - 15th of the month

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* Denotes Staff Position

Wing Leader's Report

by Steve Barber, Sr.



Happy New Year !

I'd like to thank all of our Wing members who voted for me. I'll try my best to do a good job. Please remember if you have a question, a concern or, best of all, a suggestion – please contact me to discuss anything that you believe will help the Wing going forward. We are of the same mind: that is, to make our Unit the best there is.

Like all years past, 2011 will hold many challenges and, most of all, opportunities that we can seize upon to make our Wing stronger going forward. Our Wing is blessed with many hard-working members who understand what we stand for.

Some members simply like to come out to work on the aircraft. Some members like to work in our fantastic museum. Many members come out to the Wing to “hang out.” Many hard-working members work many long hours handling our finances, paying our bills and, in general, keeping us out of “debtor’s prison.”

What is important to understand is that the Wing needs all of you. We need to be flexible on projects we are working on. Example: if you are happy just working on the Spitfire, that's great. However, please try to volunteer to help out at one of our many special events that really help us keep our doors open, the utilities paid, and the Department of Airports happy.

It takes everyone to make us a success. Many of you already do this without thinking about it. What I'm asking everyone is: to think, “What else can I be doing to help our Wing?” Don't be bashful – just ask me, “What can I do?” – and we'll talk.

Speaking of Special Events – as I'm sure you have noticed, we have had many events this past year, and our goal is to keep adding more. These Special Events, from weddings to private parties to large gatherings like the

“Wine and Wings” event – have greatly contributed to your Wing's continuing ability to pay our bills.

If you haven't noticed, Casey de Bree's hair was brown when he started his job as Finance Officer. If you look now, it is white! Help Casey turn time back on his hair color and keep your eyes open for money-making opportunities. Let me know, and Steve, Jr. and I will do the rest on the booking of any Special Event.

We have many plans formulated to enhance your Wing, and the Staff and other volunteers are working to raise those funds needed. You have seen many improvements this last year at your Wing. Bigger and better things are coming our way, and we need all of us working together to help make that happen!

God bless you and yours – and Happy New Year !

In Memoriam: Emma McCammon

Long-time CAF-SoCAWing member Charles “Chuck” McCammon (#7497) lost his wife Emma on December 20, 2010.

News from Russ Drosendahl is that Chuck and Emma had gone to the balloon festival in Albuquerque, New Mexico last fall, and shortly thereafter, Emma was hospitalized with kidney and lung failure.

Chuck and Emma had been active in the Wing for many years, and during the past several years Chuck had taken over keeping the grass in front of our hangars cut and trimmed.

Condolences from all of us at CAF-SoCAWing go to Chuck and his family.



© Photo by Al Gaynor

Back-seat rider Barry Roberts “rabbit-ear” his pilot, Steve Barber, before their ride in P-51D Mustang “Cottonmouth.”

A Revolution in Naval Warfare

Excerpts by Jack Watson

From *Pacific Flyer*, December, 2010

On November 14, 1910, civilian Eugene B. Ely, a pilot with the Curtiss Aerial Exhibition Team, coaxed his Curtiss pusher biplane off the deck of the Cruiser USS Birmingham (CL-2) which had been specially modified for the occasion while it lay at anchor in Hampton Roads, Va. Hitting the water after leaving the deck, he managed to nurse his sick airplane to nearby Willoughby Spit for a safe landing.



On January 18, 1911, in San Francisco Bay, Ely raised the bar a few notches and landed on the armored cruiser USS Pennsylvania, later taking off from the same platform, essentially signing the birth certificate of US Naval Aviation and Naval observers watched and reported back favorably to Washington.



Opening with an all out bash in San Diego in February, 2011 the US Navy will celebrate the Centennial of Naval Aviation (CONA) in style, with 32 Tier One Events (see Pacific Flyer, Nov. 2010). The first event, scheduled for San Diego in early February, will feature 150 navy planes from many wars flying in formation. It is said to be the largest formation of warbirds since World War II.



Eugene Burton Ely ([October 21 1886](#) - [October 19, 1911](#)) was an [aviation pioneer](#), credited with the first shipboard aircraft [take off](#) and [landing](#).

Ely was born in [Davenport, Iowa](#) and raised near [Williamsburg, Iowa](#). He attended [Iowa State University](#), graduating in [1904](#). Following graduation, he moved to [San Francisco, California](#), where he was active in the early days of the sales and [racing](#) of automobiles.

He relocated to [Portland, Oregon](#) in early [1910](#), where he got a job as a salesman, working for [E. Henry Wemme](#). [Soon after](#), Wemme purchased one of [Glenn Curtiss'](#) first four-cylinder [biplanes](#) and acquired the [franchise](#) for the [Pacific Northwest](#). Wemme was unable to fly the Curtiss biplane, but Ely, believing that flying was as easy as driving a car, offered to fly it. He ended up crashing it instead, and feeling responsible, bought the wreck from Wemme.

Within a few months he had repaired the aircraft and learned to fly. He flew it extensively in the Portland area, then headed to [Winnipeg](#) to participate in an exhibition, moving to [Minneapolis, Minnesota](#) in June 1910, where he met Curtiss and started working for him.

In October, Ely and Curtiss met Captain Washington Chambers, USN, who had been appointed by [George von Lengerke Meyer](#), the [Secretary of the Navy](#), to investigate military uses for [aviation within the Navy](#). This led to two experiments. On [November 14 1910](#), Ely took off from a temporary platform erected over the bow of the [light cruiser USS Birmingham](#). Two months later, on [January 18, 1911](#), Ely landed his plane on a platform on the [armored cruiser USS Pennsylvania](#), anchored in [San Francisco Bay](#).

On October 19, 1911, Eugene Ely was killed in a plane crash during an exhibition in Macon, Georgia.

RADM Richard J. O'Hanlon, Commander, Naval Air Force Atlantic, called Ely's flights "an act of daring by (civilian) Eugene Ely, which set the stage for a revolution in naval warfare, and changed the face of the United States Navy forever."

FLYING THE CURTISS PUSHER

By Bob Coolbaugh

After the first 12 flights, six of which were mine, I was ready to put the thing up on a pylon at the entrance of the airport.

A crash program to alleviate these problems was designed, with improvements continuing throughout the 40 hour test flight period.

The result was a plane which flew like a 100 year old airplane, but was controllable enough to depart for Chambers Field, NAS Norfolk, Va. where the Curtiss participated in the November 12 ceremonies commemorating Eugene Ely's take-off from the deck of the USS Birmingham.



Andrew King commented: "I flew the first leg from New Market to Culpeper, 45 miles in about 50 minutes. I reached 4,800' median sea level (msl) over the Blue Ridge Mountains, where the outside temperature was 30 degrees. It was invigorating, to say the least." How do you handle a 100 year-old flying machine? The mandatory 40 hours local testing program got pretty tedious towards the end.

We found that one hour per flight was about the limit of physical comfort and sometimes endurance, depending on the turbulence. Take-offs are very quick at about 300-400 feet.

The Curtiss has limited control authority. The rudder is the closest to a modern airplane in feel and function. The ailerons are now acceptable, but very stiff and produce the considerable adverse yaw you would expect, given their size and location. Pitch remains the wild card. There is no feedback, no real control force feel and no predictable pattern. Flight in all but smooth air remains a continuous series of upset recoveries.

At 55 mph cruising speed, the Pusher is a drag machine and plows the air with power. The landing approach is flown power-on, in a long descending straight away.

All the variables need to be sorted out before you get to five feet over the runway. I have found a descent rate at 45-50 mph with reduced power to be controllable.

I target a spot short of the touchdown point and add power to fly along the ground, easing forward without introducing pitch oscillations, until I can roll on nearly flat. Then, power off, for a very short roll out on grass.

The Curtiss is scheduled to participate in a number of events across the US, including San Diego, the New York Fleet Week/Jones Beach Airshow, Thunder Over Michigan, AirVenture 2011, NAS PAX River, Md., and NAS Oceana, Va. , with several other events in planning stages.

(The following from "Pacific Flyer," December, 2010 by Jack Watson)

After spending 10 years in active duty with the Navy and an extra 11 with the Navy Reserves, Bob Coolbaugh of New Market, Va. wanted to contribute to the momentous event – Naval Aviation's Centennial Celebration in 2011.

Obtaining the green flag from the organizing committee, he embarked on yet another Navy adventure, building a replica of the Curtiss Pusher used by Eugene Ely to land on the Pennsylvania.

Starting from the plans drawn by Charles Schultz, which were supposedly taken from original blueprints, in about two years-and-half he built from the ground up a replica of the version that undertook the first carrier landing.

However, concessions to modernity had to be implemented, as the airplane will be operating in a cross-country modern environment and, occasionally, has to land at controlled airports.

The first, and more important, concession to functionality is the six cylinder Continental 125 hp engine, insuring safe and reliable operation. Other add-ons are disc brakes, radio, transponder and starter.



Original Curtiss Model D Pusher Specifications

Wing Span: 35 ft. 4 in. / Length: 25 ft. 9 in. / Height: 8 ft.
Gross Weight: 1150 lbs. / Empty Weight: 871 lbs.
Maximum Speed: 60 mph / Cruising Speed: 50 mph
Landing Speed: 30 mph / Rate of Climb: 100 ft. per min.
Engine: Curtiss OX-5

Check out these videos of the Curtiss Pusher Replica:

http://www.youtube.com/watch?v=FhsmiGFm_gl&NR=1

<http://videos.wittysparks.com/id/1239732951/>

Curtiss Pusher Replica at NAS Norfolk

From "EAA-The Spirit of Aviation" Online

November 18, 2010 — On November 14, 1910, barnstorming pilot Eugene Ely made what's recognized as the first takeoff from a ship, the USS Birmingham, near what is now Naval Air Station Norfolk, Virginia. Nearly 100 years later to the day, last Friday, November 12, retired Naval Commander Bob Coolbaugh, who built a replica of the plane Ely flew that day, was at NAS Norfolk to take part in a commemorative ceremony for that occasion.

Although he did not make a carrier takeoff - the Navy would not allow that - his Curtiss-Ely Pusher replica took part in the ceremony as Coolbaugh performed a pair of flybys for the attendees over Willoughby Bay. Three days later the plane was lifted onto CVN 77 – the USS George H.W. Bush aircraft carrier anchored there – for some yesterday-and-today photos.

Coolbaugh, who has confirmed his attendance at Oshkosh to take part in the celebration, described his participation in Norfolk this past week.

"We flew down to Norfolk, with Andrew King and Steve Roth in the chase Cessna 172 – A 100-year-old replica and a 172 flying into the NAS – quite a sight," he said.

They landed at Chambers Field, which is the landing facility at NAS Norfolk. On November 12, Coolbaugh decided to fly as scheduled, although the 12-20 knot winds were a concern. It was only a 12-minute flight, which Coolbaugh termed "interesting," but in retrospect decided it was probably "too windy to fly, but we ultimately found the risks acceptable" to fly for the centennial ceremony.

While flying over Willoughby Bay/Willoughby Spit, Coolbaugh realized he was doing the same thing, in the same kind of aircraft that Eugene Ely had done only two days shy of 100 years ago. But Ely didn't have a rescue boat loaded with divers in position "just in case" he said, along with a rescue helicopter standing by. Fortunately neither was pressed into service, but Coolbaugh was impressed by just how prepared his hosts were – just in case things went wrong.



Before taking off, Coolbaugh said the 12- to 20-knot crosswind was too strong for a safe takeoff, so he found a

grass patch that ran due north into the wind and offered to take off and land there. But you can't just go ahead and do things like that without permission, especially at a NAS. So he made the request and, to his surprise, it was approved. "There probably hasn't been a grass takeoff there since the 1920s," he joked.

After the flybys, when Coolbaugh rolled final to land on the makeshift grass strip, he looked down and saw Steve Roth running to where he planned to land. Suddenly a large flock of pigeons took flight, flushed twice by Roth to clear the way. "I was laughing so hard I almost crashed myself," he joked.

On Monday, Coolbaugh and his plane were brought aboard the USS George H.W. Bush aircraft carrier. He had originally hoped to perform a takeoff and landing on the carrier, but the Navy would not allow that. So instead, the airplane was brought to the carrier and craned aboard for some commemorative photos.

"As soon as we got there, the plan was put into action," he said. Sailors had built a steel cradle on which the airplane was placed and lifted to the flight deck. "They really took ownership of the project," he said. "And this was on *their* own time. It told me what the centennial of aviation means to those guys."



They placed the Curtiss/Ely Pusher on Cat 4 with an FA-18 positioned right behind. Then, as if it was being readied for takeoff, a Catapult Officer, or "Shooter," mocked the go/launch signal.

On Wednesday this week, Coolbaugh saw the airplane loaded onto a C-17 transport bound for San Diego to pre-position for the official Centennial of Naval Aviation Kickoff & Aerial Review slated for February 10-13, 2011.

The actual centennial is marked from the first successful landing on a ship, which Ely accomplished on January 18, 1911, on the USS Pennsylvania in San Francisco.

The Navy has designated 34 "Tier 1" events to celebrate the centennial, including EAA AirVenture Oshkosh 2011. To learn more about the centennial, click [here](#).

Wing Photo Page I



© Photo by Carol Bachman

Jessica and Jennifer Bauman, two rapt pupils of Joe Peppito in his Cadet Aviation Class at our Maintenance Hangar. Joe has just completed the first round of his classes, and plans a second round soon.



© Photo courtesy of Carol Bachman

Here Carol Bachman and Eric Fischler collaborate on a riveting project during Prof. Peppito's class.



© Photo by Carol Bachman

Joe makes sure Eric is using the right technique. For the next phase of his class, Joe will cover airplane engines.



© Photo by Dave Flood

Our annual Wing Christmas Party was a great success, with over 100 members and guests attending. Here Steve Barber, David Baker and Leonie Darcel present items for sale in our Aviation Auction, which helps make extra money to "Keep 'Em Flying."



© Photo by Dan Newcomb

Members of our PBJ Restoration Team putting finishing touches on one of the inboard flaps. The next time you are in our Maintenance Hangar, check these guys out. They are making great progress!



© Photo by Dan Newcomb

Marc Russell in his T-34 teamed up with other T-34s and a T-28 to fly a "Missing Man" tribute formation on Veterans' Day over Santa Barbara. Lest we forget.

Movie Shoot at CAF-SoCAWing

by Ceci Stratford

Last month I was privileged to be able to participate in a movie shoot about the Women Air Force Service Pilots (WASP) in the CAF hangar! It's a short 12 min. film to accompany an *American Girl* movie.



© Photo courtesy of Ceci Stratford

Ceci talking with the girls who participated in the *American Girl* movie shoot in our Museum Hangar.

Have you heard of the *American Girl* doll Molly? She was from the 1940s and several books and a couple of movies have been made about her. Molly's dad, a doctor, went to war, and she participated in home front activities at home with her mom and friends. Her goal was to win a competition at school to be a "Victory Girl". She won! Molly's Aunt Eleanor was a WASP, hence the interest in women who flew during WW II.

The film I was involved in will be a supplement to the next *Molly American Girl on the Home Front* movie put out by American Girl Dolls and Warner Bros. in 2011. The short film is of 3 young girls aged 10 and 11 who interview two WASP. The WASP are 99s **Jan Wood** and **Alice Rohrer**. I open the program and introduce the girls to the WASP, and then the girls talk for about 10 minutes with Alice and Jan. I closed the program.



© Photo courtesy of Ceci Stratford

Alice Rohrer (left) and Jan Wood, Women Air Force Service Pilots (WASP) during WWII, with Ceci Stratford and the young girls who participated in the movie shoot at our hangars recently.

The setting is the CAF-SoCAWing hangar with the bright yellow SNJ-5/AT-6 as a backdrop. The girls get to climb

into the airplane, too. The producer and cameramen even took pictures of me with my Cherokee!

The whole film has several messages for girls. For example, women did amazing things during World War II, like fly airplanes! They followed their dreams and did what they wanted to do. In fact, the closing is my question to the girls: "Are you inspired now to follow your dreams?" Of course they respond enthusiastically, "Yes!". Molly did, too, as she worked hard to become a "Victory Girl".



© Photo courtesy of Ceci Stratford

Alice and Jan pose with the youngsters. Perhaps they also will have the opportunity to serve their country in time of need. We are delighted that these young ladies got to meet representatives of the "Greatest Generation" and came to appreciate their tremendous contributions to our nation's efforts during WWII.

The new DVD will be out early 2011. I'll let everyone know when it's available. I'll get a copy and maybe we can show it at a 99s meeting (and perhaps sell it in our Gift Shop).

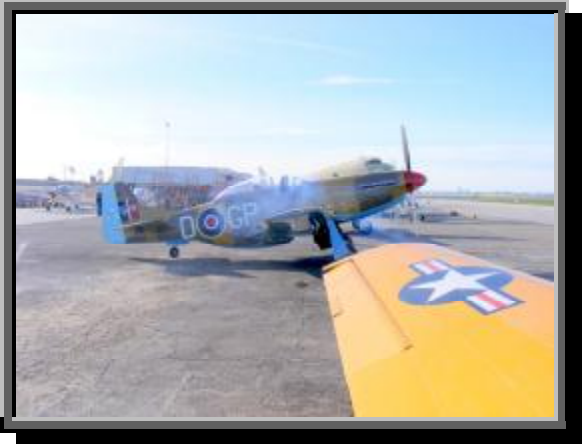


© Photo courtesy of WASP

WASP pilots ready to board Boeing B-17 bombers during WWII. The WASP ferried thousands of planes from the factories to air bases all over the United States. They also ferried bombers over the Atlantic to Britain. Thirty-eight of the WASP were killed during the war. They performed a tremendous service to our nation, relieving men to train and fly in combat. Without them, we might not have prevailed.

Wing Photo Page II: P-51 Photo Shoot

© Photos by Tim Kutzbach



Tim shooting P-51D “Cottonmouth” starting up. Al Gaynor was the pilot of the photo plane – SNJ #290. Visitors to our Aviation Museum got a treat that day!



Here's P-51D “Man O' War” with Ken Gottschall at the controls. We are very thankful to the Ward family for allowing us to have this fabulous warbird for a time. It is a welcome addition to our Vintage Airplane Ride Program.



David Price's beautiful Mustang front-and-center, with Steve Barber in the cockpit. Thanks to David for the loan of the P-51. We all wish him well.



Don't you think that Tim did a great job shooting with an unfamiliar camera (the editor's)? Here these smooth-flying beauties are over the mountains of Ventura County.



Steve and Ken flew the Mustangs up over Lake Casitas and then back over the shore to CMA. A great day for a wonderful photo experience. Al did a real steady job of positioning the photo plane.



Heading homeward! Can't you just envision Steve and Ken squinting slightly as they spot the water and the Hills beyond... imagining that they're coming in over the Channel to the White Cliffs of Dover?

Marine Corps Salutes Denver Student for his Tribute to Ernie Pyle

By [Claire Martin](#)

[The Denver Post](#)



© Joe Amon, *The Denver Post*

Denver School of the Arts student Ian Farmer won the Marine Corps History Prize for a solo show he wrote based on the work of war correspondent Ernie Pyle.

Though Ian Farmer, 12, was born more than half a century after World War II ended, he harbors a keen fascination with its battles and the men who fought them.

His interest began when he saw "Saving Private Ryan" two years ago. He started seeking out other movies and books about World War II.

Then he came across a 1945 copy of war correspondent Ernie Pyle's "Here Is Your War," a celebrated collection of Pyle's articles about the Allied campaign in North Africa, Italy, Sicily and France. He was especially taken with "The Death of Capt. Waskow," a heart-rending story of a young infantry captain whose death left his unit stunned with grief. "Capt. Waskow was like a father to them," Farmer said.

He created a solo performance centered on that essay and did so well at the Colorado History Day competition that he was chosen to compete in the national contest last summer in Bethesda, Md.

There, judges from the Marine Corps Heritage Foundation found his presentation so moving that they awarded Farmer the prestigious 2010 United States Marine Corps History prize.

Now, Farmer is working on his 2011 History Day project. The setting, again, is World War II. "I keep coming back to it because so much happened then," Farmer said. He's investigating the story of Desmond T. Doss, a World War II soldier who, as a Seventh Day Adventist, refused to carry a weapon into combat. Doss received the Medal of Honor for going under fire to rescue 72 fellow soldiers — without firing a shot.

Note: Ian is the grandson of Roy Farmer of Camarillo. . Roy and Ian visited our Aviation Museum recently.

Much, Germany Honors U.S. Dead



The citizens of Much, Germany have honored some American Air Force pilots by erecting a memorial in their honor in a park in the city.

Pilots of the 474th Fighter Group, 428th Fighter Squadron, the "Geyser Gang," were flying P-38s over Birrenbachshohe/Much, Germany on October 13, 1944, when they were attacked by approximately 80 Luftwaffe fighters. In the battle that ensued, the 428th lost a number of pilots, including 2nd Lt. Richard B. Holt, 1st Lt. John H. Wallace, and Capt Franklin B. Tostevin.

Other American soldiers killed in action in Germany are also honored. The monument inscription reads:

**In Memory of
AMERICAN AVIATORS
Captain Franklin B. Tostevin
First Lieutenant John H. Wallace
Second Lieutenant Richard B. Holt
American Soldiers
Killed In Action
Liberating Our Community Much
From Tyranny
In World War II
11.4.1945**



Capt. Tostevin in his P-38 Lightning cockpit.

Wing Photo Page III: P51s at Iwo Jima



A P-51D of the 78th Fighter Squadron landing at Iwo Jima in 1945. The VII Air Force Mustangs used the island in April, 1945 to escort B-29s to targets in Japan



Here are VII Air Force Mustangs grouping over Mount Suribachi on their way to escorting B-29s from Saipan on their way to bombing Japanese homeland cities in April, 1945. Note the wing tanks to help make the 9 hour- long round trip to Japan.

Because of the distance, the harsh weather conditions, and the navigational limitations of the P-51, the VII Air Force terminated the fighter deployment from Iwo Jima after three missions: April 7, 11, and 14, 1945.

The fighters escorting the B-29s on the long over-the-ocean missions actually depended on the bombers for navigation to the target.



Echelons of P-51D fighters converting with B-29 Super Fortresses for the long haul over the Pacific to Japan.



A B-29 on its way back to Saipan or Tinian ran into trouble and had to make a forced landing short of the runway at Iwo Jima. Note the foxholes still evident in the beach left after the huge battle for the island.



The 5th Division, U.S. Marine Corps Cemetery on Iwo Jima. Note Mount Suribachi in the distance – a grim reminder of the toll of life suffered for control of this small volcanic island in the Pacific. There were 6,821 Americans and 21,569 Japanese killed during the assault on Iwo Jima.



Southern California Wing
 455 Aviation Drive
 Camarillo, CA 93010

2011 WING MEMBERSHIP RENEWAL NOTICE

January 1, 2011

Dear Wing Member,

It's time again to renew your annual membership in the Southern California Wing of the Commemorative Air Force. We sincerely hope you will retain your affiliation with our wing since we expect exciting things to happen in 2011.

We are one of the leading wings in the CAF with more than 220 Wing members and 11 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, 2011 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 2010 your dues are considered paid for 2011, but any contribution to any of our projects that you wish to make will be greatly appreciated.

Sincerely,

Steve Barber, Wing Leader

2011 Wing Dues	\$50. ⁰⁰
Hangar/Museum Building Fund	_____
B-25/PBJ Restoration	_____
PT-19 Engine Overhaul	_____
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