

# Flight Line

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

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© Photo by Sharon Dwyer  
John Woolley (R) CAF SoCal Museum Director, with  
Capt. Mark Hubbard, FA-18 pilot, just after our successful  
special event – “The Navy – Past and Present.”

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## HAPPY NEW YEAR



© Photo Courtesy of Ron Fleishman

**Col. Ron Fleishman, Wing Historian, Docent Extraordinaire and Keeper of The Flame.** Ron has been to CAF AIRSHOs since time immemorial. He and Jerri, along with friend June Hubbard, were dispensers of libation from the “Water Wagon” at the show for many years. Ron also looks after our “Gone West” board of remembrance, and keeps our bulletin boards up-to-date. He also works closely with our museum artifacts and displays. He is also the bartender at special events. Thanks for all you do for our Wing, Ron!

**Wing Staff Meeting, Saturday, January 21, 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.**

# January 2012

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

| STAFF AND APPOINTED POSITIONS  |                    |                |  | IN THIS ISSUE  |
|--|--------------------|----------------|--|--|
| Wing Leader  | * Steve Barber     | (805) 302-8517 | <a href="mailto:f8f2cat@gmail.com">f8f2cat@gmail.com</a>                   | Wing Calendar . . . . . 2  |
| Executive Officer  | * John Woolley     | (805) 407-4800 | <a href="mailto:jwools@sbcglobal.net">jwools@sbcglobal.net</a>             | Staff and Appointed Positions. . . . . 2   |
| Adjutant   | * Norm Swagler     | (805) 482-6994 | <a href="mailto:nrwagler@live.com">nrwagler@live.com</a>                   | Wing Leader's Report . . . . . 3   |
| Finance Officer  | * Craig Bennett    | (818) 425-9474 | <a href="mailto:cwbennett@yahoo.com">cwbennett@yahoo.com</a>               | Remembering June Hubbard . . . . . 4   |
| Operations Officer   | * Jason Somes      | (818) 292-4646 | <a href="mailto:nbnh@aol.com">nbnh@aol.com</a>                             | Sea Trials for Navy F-35 Fighter . . . . . 5   |
| Maintenance Officer  | * Ken Gottschall   | (818) 439-5885 | <a href="mailto:kgts@netzero.com">kgts@netzero.com</a>                     | PyroTechs: Air Show Flamers . . . . . 6  |
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| HANGAR PHONE (805) 482-0064<br>HANGAR FAX (805) 482-0348<br>WEBSITE <a href="http://www.cafsocial.com">www.cafsocial.com</a> |                    |                |  | <b>Submittal Deadline - 15th of the month</b><br><br>Commemorative Air Force<br>Southern California Wing<br>455 Aviation Drive<br>Camarillo, CA 93010-9501 |
| * Denotes Staff Position   |                    |                |  |  |

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## Wing Leader's Report by Steve Barber, Sr.

It has been some time since I've written for our monthly newsletter and all I can say is this past year has passed at light speed. There are so many events that have come and gone and so many of our members who have gone above and beyond the norm that I can only remember some of those events and people. Therefore do not feel bad if your name is not specifically mentioned, it is not intended to be a slight, I do not have enough space to list everyone.

The Spitfire crew has completed the restoration of our beautiful airplane and we have completed the purchase and it is now in the CAF's name.

The Bearcat propeller was in need of an overhaul and until it was pulled apart we had no idea of the extent of the work needed. The cost estimate was exceeded by three times however we now have a propeller that should last another 50 years. For the Bearcat, we have a freshly overhauled upgraded engine and a propeller that is back to factory specifications. What remains to be done is a fresh paint job. We hope to have this done in 2012.

PBJ progress is significant! The team is working very hard and getting much done. Fuel tanks, wiring, sheet metal repairs, wings being installed, etc. - much progress indeed!

The Fairchild is coming along well and is truly a work of art. If you want to see some wonderful workmanship, stop by and see this wooden wonder. Speaking of wooden wonders, the PT-19 progress is slow but sure. The crew has decided to really do it up in a most pristine fashion. We can't wait to see her flying again for our Wing.

One of our best money making aircraft is the Zero. The crew has been working hard on keeping it flying and doing repairs as needed. It is obvious that the Japanese had no intention of the Zero flying as much as we use it and had no idea it would last this long in service with it being shot down so often. Our newest pilot on the Zero, Steve McCartney, is leading the maintenance efforts and we appreciate his service.

Barry Roberts has been not only leading the charge on the Fairchild but also worked on the YAK-3 to finish the annual and get it in top notch shape. We have another historic aircraft to take on the air show circuit thanks to Bill Montague's contribution to our Wing's efforts. The propeller on the YAK will come off in January to comply with the 5 year inspection requirements and once reinstalled, she's ready to go.

Our 2<sup>nd</sup> SNJ, the "Blue Bird" is up and running and awaiting a final letter from the FAA to be put on our ride's program. Well done "Blue Crew!"

The Hellcat suffered an engine problem and the engine has been shipped off to Ray Anderson at Anderson Aeromotive for overhaul. The crew, lead by Roland Fogel,

is working hard to bring the rest of the airplane up to perfect condition while waiting for the return of our engine. Once up and flying the Hellcat will again be on the circuit shooting down those pesky Zeros. The Hellcat/Zero demonstration is one our best-selling acts on the air show circuit.

So Cal's Museum is making continuous progress on updating the displays and changing the tone and texture of our guest's educational experiences. The docents continue to educate and entertain our visitors with the feedback from the visitors always positive and entertaining. January is our kickoff for fundraising for our Museum's upgrade, hangar floor painting and building another large hangar to house our growing number of aircraft and exhibits. We continue to receive valuable donations for our displays and cash for our operations. Thanks to one and all for providing us the reputation to continue to receive these needed and necessary donations. The PX inventory and display is wonderful! Compared to past years, there is no comparison. Thanks Janet and Jim. Your efforts really are paying off in higher sales and net income for the Wing's operation.

Joe Peppito and crew have been holding classes on radial engines with our cadets and they have been learning a lot and doing a very good job. Joe and his crew are doing one of our most important jobs and that is passing along knowledge to the next generation. Thank you all for your hard work!

In my humble opinion, with Dave Flood and Casey de Bree running operations of writing and editing our monthly newsletter, "Flight Line," we have the finest newsletter in all of the CAF! Thanks guys, keep up the great work!

2011 has been a high water mark for our Wing. We posted the highest income revenue that we ever have made. We broke records for air show income, rides program, and museum special events income (spearheaded by Steve Barber, Jr.). The bar has been set and we have a challenge for this year to best our previous year's efforts. With our member's enthusiasm and continued safety of operations, I am confident we will do so.

New members have been signing up and coming out to work at our Wing. I am gratified that many of the younger generation are seeing the value of preserving history by joining the CAF and our Wing. We older folks see that there is hope in the following generations when we get these new younger men and women and see their enthusiasm and skills donated to our efforts. Thank you one and all - young and not so young members.

[May 2012 be a wonderful year for you and yours. May we live in peace and happiness and continued success for our Wing. Happy New Year!](#)

Steve Barber  
*Wing Leader*

## Remembering June Hubbard



**June Hubbard**

June Hubbard passed away very peacefully and quietly on November 15, 2011.

June was born in Los Angeles and grew up in Dunsmuir, graduating from Hamilton High School. June attended Pasadena City College and married when she was 21.

She owned and operated a successful catering business that serviced the Masonic Lodges in Los Angeles. She was a member of the Eastern Star, the women's Masonic auxiliary.

June moved to Thousand Oaks in 1974, and worked as a receptionist for several businesses over the years. She retired at age 70.

She learned to ride horses as an adult, and displayed her dare-devil nature by taking her horses over the jumps at Foxfield Riding Academy in Westlake Village.

She was one of the founding members of the CAF – Southern California Wing. She made life-long friends, and enjoyed her outings immensely. She made multiple trips to Texas (Harlingen, then Midland) to attend the CAF air shows, which were, without a doubt, the highlight of her year. She proudly wore her CAF cap anytime she left the house, and sometimes in the kitchen.

June was a wonderful mother, grandmother and great-grandmother. She was also a pretty good mother-in-law. June and Forrest had a mother-daughter relationship to be envied. They were the best of friends, visiting and talking with each other for hours on end.

Besides her CAF cap, June was known in the neighborhood by the dog at the end of her leash. In fact,

the most sought-after job in the animal kingdom was to be June's pet. She loved her dogs and they loved her.

She leaves one sister, Virginia, and her daughter, Forrest. She also leaves two grandchildren, Jacob and Alden, and one great-grandchild, Aiden.

June spent her last few days wearing her CAF polo shirt, and was still wearing it when she left us. Her passing leaves a deep void because we loved her, but she is now at peace - in a better place.

*The above elegy is by Forrest, June's daughter.*

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I remember June lovingly as a guest at my house after a CAF Christmas party a year ago. Her daughter was to pick her up the next day and drive her home.

After we got to my house after the party, June went upstairs to change into her pajamas. When I looked up, there was June coming down the stairs like a "grande dame" in her pink pajamas – looking like a movie star! She was saying, "Ta Da! – I love pajama parties!"

She was always willing to help out at the CAF Aviation Museum, and loved to call herself my "puppy," as she would follow me around hoping there was some way she could be helpful.

June had an exuberant look on life. She wanted badly for me to accompany her to Midland for the AIRSHO – where she could show me the ropes in running the "Water Wagon" – the vehicle that drove around and provided liquid refreshment for one and all at the AIRSHO. Unfortunately, we never got to make that trip together.

We will miss her very much.

*Shirley Murphy*

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June was a member of the "Halos," the founding female members of CAF-SoCAWing. June, Jerri Fleishman, Janet Main, Linda Daniels, and myself were the first females to become full-fledged CAF members in our Wing, and we became inseparable – just like sisters – helping to sell our gift shop items, arranging fund-raising activities, and planning social events. We all loved to travel to Harlingen, and then Midland, Texas to help run the "Water Wagon" at the annual AIRSHO. She was an absolutely wonderful woman and a dear friend. She will be sorely missed.

*Pat Brown*

+++++

All of us at CAF-SoCAWing send our sincere condolences to Forrest and all of June's family. We will all miss her smile and her upbeat personality. Another of our first Wing members to "Go West." May she rest in peace.



## Remembering June Hubbard, cont'd.

I first met June within a few months of Jerri and I getting involved with the CAF back in 1981. She was the lady with the ready smile and the eyes that seemed to shine when she talked to you. She was at the first organizational meetings with her friend Bud Crosby, and it seemed we were the only folks in the crowd that had actually been to an AIRSHO.

Jerri and I took a liking to June and Bud immediately, and for the next fifteen years or so it was Bud and June, and Jerri and Ron. I've lost track of how many Harlingen and then Midland trips we took together, or how many dinners back in California we had together.

Then we lost Bud, and that just made the bond between us stronger. June and Jerri mounted a concerted offense to keep the "Water Wagons" rolling at AIRSHO even after CAF moved to Midland. After awhile they got me involved with what they considered "the best job at AIRSHO." They were right!

When I lost Jerri, June was by my side doing what she did best – being a good friend.

During the next few years, June slowed down a bit, but still managed to go to AIRSHO. When we returned to California, the 'phone would ring, and it would be June, inviting me to dinner and "by the way – let's finish up the report for Texas."

Then, as Dave Flood so wonderfully put it: "The newsletter came back marked 'unable to deliver.'"

June loved the CAF and the Southern California Wing. For those who knew her, she will be missed. For those who only knew of her, you all missed knowing someone special.

### Ron Fleishman

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I have known June Hubbard for many years. I became involved with SoCal in 1989 and joined in 1990. I have fond memories of June - who was a dedicated member. She believed in our goals to honor our country's military. Above all, I was witness to June and her work with the coffee wagon at the Midland AIRSHO. I had the privilege of riding with her. She took great personal pride in that job.

She wore her CAF cap and wings proudly to the end, according to her daughter Forrest. We will miss you June.

Safe landings, Luv.

### Lloyd McAfee

**A Memorial Service for June will be held in our Museum Hangar on Saturday, January 14, 2012 at 12:30 p.m.**

## Postscript: Naval Aviation Centennial Sea Trials For Navy's New F-35 Fighter

Several weeks ago in the Atlantic, just off Newport News (Hampton Roads), VA, the Navy and Marine Corps made naval aviation history on October 3, 2011, as the F-35B Joint Strike Fighter (JSF) test aircraft BF-2 landed and took off safely on the amphibious assault ship USS Wasp's (LHD1) flight deck.

These are the first sea trials of the F-35B on the USS Wasp. The trials were very successful, with 74 vertical landings (VLs) and short take-offs (STOs) in a three-week period.

Marine Corps test pilot Lt. Col. Fred Schenk, who landed BF-2 at 3:12 p.m. on Oct. 3, said, "It was exactly like we predicted, but that's because of all the hard work and extensive preparation done by the Wasp and JSF team."

The tests were conducted to collect data on the aircraft's ability to perform short take-offs and vertical landings on a ship at sea, as well as determine how the aircraft integrates with the ship's landing systems, and deck and hangar operations.

Note also that the F-35B requires no catapult to take off from the ship's deck. The plane also does not require arresting gear and a tail-hook to land on the ship. These are two major changes in carrier operations.

The F-35B is the variant of the JSF for the USMC, capable of STOs and VLs for use on amphibious ships or expeditionary airfields to provide air power to the Marine Air-Ground Task Force. The F-35B will replace Marine AV-8B Harriers and FA-18 Hornets and is undergoing test and evaluation at NAS Patuxent River prior to delivery to the Fleet. A new day dawning for USN and USMC aviation!

Thanks to Gary Barber for this link:

<http://www.youtube.com/watch?v=Ki86x1WKPM&feature=colike>



**F-35B Lightning II makes 1<sup>st</sup> VL on a flight deck.**

© U.S. Navy Photo: Seaman Natasha R. Chalk

## PyroTechs: Air Show Flamers

### Chris Rainey



Chris first assisted in the pyro function at a Hondo, Texas show in 1980. With interest in the pyro function piqued, he went on to work additional shows, was a founding member of the CAF EOD and founded the CAF's Tora Tora Tora Bomb Squad during the 1980's. Instrumental in developing various techniques, procedures and material specifications still used in air show pyrotechnics today, he is recognized in the industry as one of the most experienced individuals in air show pyrotechnics and continues to seek ways to further enhance pyrotechnic presentations. Chris is currently an active member in good standing with the International Council of Airshows (ICAS) holding the designation of Shooter In Charge (SIC). He is also designated as an SIC with Air Combat Command (ACC) of the United States Air Force allowing him to perform pyrotechnics for authorized modern military aircraft demos.

Professionally, Chris is an aircraft dispatcher, flight analyst and ATC specialist for ExpressJet Airlines in Houston. He is a licensed pilot with commercial, instrument and multi-engine ratings and flies piston and turbo jet aircraft for Houston charter companies.

### Dave Wood



Dave was a charter member of the CAF's EOD team in 1981. He was the first member of the CAF EOD team to earn the Shooter-In-Charge designation in 1985. Since 1981 he has participated in pyro during more than 400 days of air shows in numerous states.

Professionally, Dave has been a banker for more than 30 years. He earned a BBA and MBA from Stephen F. Austin State University and has been a licensed CPA since 1986. He is a licensed pilot holding a private pilot rating and will be pursuing an instrument rating in the near future.

Dave has been a Southern California Wing member since the C-46 "China Doll" became our first airplane in the early 1980s. Both Chris and Dave worked on the "Great Texas Engine Change," allowing the C-46 to be transferred to the

SoCAWing. Dave worked extensively with Ron Fleishman on this project and they became such good friends that he has remained a member since those early days. His team has done the pyro at the Nellis AFB air show for about eight years now. Dave moved from Texas to northern Virginia a couple of years ago. Contact him at: [daveanddebwood@yahoo.com](mailto:daveanddebwood@yahoo.com)

### Mark Richardson



Mark has participated in airshows in different capacities since the age of 14. He has 20 years of pyrotechnic performance experience at airshows across the country. Having worked with various types of explosives under a wide range of conditions his flexibility, focus on safety, and ability to provide perfectly timed crowd pleasing shots make him a key part of the PyroTechs team.

Professionally Mark is the vice president and founder of Beacon Professional Services ([www.beaconps.net](http://www.beaconps.net)). Beacon specializes in the consultation and implementation of Identity Management services to Fortune 1000 organizations. Mark is an accomplished program and project manager with over 15 years of consulting experience on projects across a wide array of industries, including large scale enterprise, defense and government projects. Mark led professional services and support teams at Welcom Software Technology, CompuCom, Waveset and Sun Microsystems.



**This is what Chris, Dave and Mark do in their "spare time." The pyrotechnics add so much realism to any air show. They provided the pyro at the recent Nellis AFB Air Show while Jason Somes was doing his aerobatic stint in the Mitsubishi A6M3 Zero. The above pictured B-25J is "Heavenly Body," getting singled at the 2007 Nellis Air Show.**

## Wing Photo Page I : AIRSHO 2011



© Photo by Ron Fleishman

**Our Mitsubishi A6M3 Zero taxiing to ramp after an appearance in CAF Midland's AIRSHO 2011. Steve McCartney is the pilot.**



© Photo by Ron Fleishman

**Rear-end view of a USAF Fairchild A-10 Warthog. Note how high the engines are, away from damaging ground fire, as these babies go in low.**



© Photo by Ron Fleishman

**A USAF B-1 Bomber. Ron has been going to AIRSHOs in Harlingen & Midland since they were started.**



© Photo by Ron Fleishman

**Here are the CAF P-40, the CAF Red Tail P-51C and the CAF P-51D Gunfighter – ready on the flight line for take-off, once the weather improved. The weather was not cooperative during the weekend, but a few breaks occurred so that the warbirds could “strut their stuff.”**



© Photo by Ron Fleishman

**Here's our F-8F-2 Bearcat, with Jason Somes in the cockpit, ready to take off for a flying display of a powerful round-engine warbird for the delight of the Texans attending AIRSHO 2011.**



© Photo by Ron Fleishman

**Gulf Coast Wing's beautiful Boeing B-17G Flying Fortress just sitting on the ramp under heavy cloud cover, rarin' to go into the wild blue yonder. Thanks to Ron Fleishman for these photos from our CAF Headquarters' annual AIRSHO.**



## Wing Photo Page II: Navy – Past & Present – Special Event on Dec. 4



© Photo by Eric Van Gilder / [www.vg-photol.com](http://www.vg-photol.com)

**Award-winning author & historian Bruce Gamble – did an excellent job of highlighting the major battles of the Pacific Theatre in WWII.**



©Photo by Dave Flood

**Col. Mark Hubbard (Capt., USN) talked about his experiences flying FA-18s during his deployments in Operation Enduring Freedom and Operation Iraqi Freedom. He also praised all the pilots and crewmen who keep the FA-18s under his command flying. Our Museum Director, Col. John Woolley, directed the overall planning of this event, and there were many members involved in putting the event on. There were approximately 200 people in attendance, and they heard outstanding presentations, and then saw a truly awesome flyby, with our Bearcat and Zero participating – Steve McCartney in the Zero and Mark Hubbard in the Bearcat. All our aircraft were on display on our ramp for visitors to photograph. Randy Mytar, our resident artist, was also on hand.**



© Photo by Eric Van Gilder

**Here's Randy Mytar, our resident artist, working on a warbird painting. We have a number of his paintings of our warbirds in our gift shop. Check them out!**



© Photo by Sharon Dwyer

**Mark Hubbard posed with members of The City Corps, attendees at our "Navy – Past & Present" Day.**

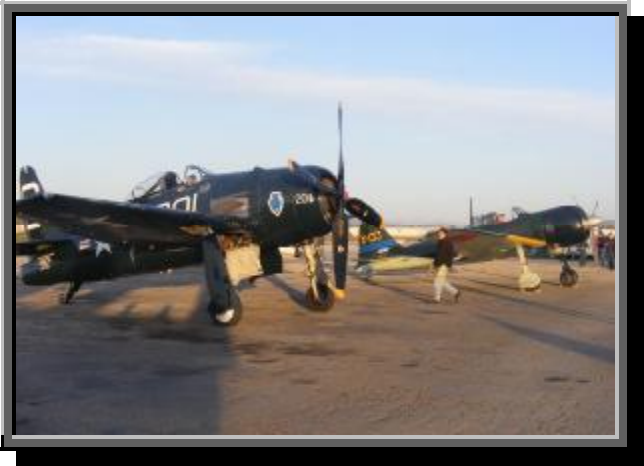


© Photo by Dave Flood

**A most welcome visitor to our Special Event was our good friend Al Smith, who was a long-time member, and who worked on a number of our aircraft. He was accompanied by Mike Young. Great to see you, Al, and hope you come back and see us often!**



## Wing Photo Page III: Navy Day



©Photo by Dave Flood

After presentations on December 4, our Bearcat and Zero were ready to do their aerial act of remembrance.



© Photo by Eric Van Gilder

The two pilots flying on December 4 were Mark Hubbard and Steve McCartney. Mark had flown in a Navy FA-18 from Lemoore NAS to participate.



© Photo by Eric Van Gilder

Here are Mark and Steve wheeling around in front of the appreciative visitors who had attended our special event "Navy – Past and Present." The weather was perfect and the air show spectacular.



© Photo by Frank Mormillo

The Bearcat was right on the Zero's tail, and Mark had Steve in his sights on this pass across the airport.



© Photo by Frank Mormillo

Maybe not historically accurate, but Mark has just notched another Zero on the side of his Bearcat. Of course, the major nemesis of the Zero in WWII was the Hellcat, but for this show the Bearcat was a substitute, since the Hellcat's engine is being rebuilt.



© Photo by Eric Van Gilder

Mark banks the Bearcat in a sharp turn, ready to look for other Zeros to take down. Hopefully, he won't strafe the other Zero now in our Museum Hangar!

## Letter From Jo and Jack

In their yearly Christmas Letter, Jo and Jack Brinckerhoff told of the many places they had visited during the time from Christmas, 2010 to Christmas, 2011.

*We were fortunate to have them visit us for a couple of days, and we look forward to their next visit. The spots on their itinerary included: Mexico; Florida; Grand Bahamas; Turks & Caico; Dominican Republic; Puerto Rico; U.S. Virgin Islands; British Virgin Islands; St. Maartens; Saba; Guadeloupe; Monserrat; Martinique; St. Lucia; Grenada; Trinidad; Chicago; Superior, WI; Oskkosh, WI; Riverton, WY; Sturgis, SD, Medford, OR; Lodi, CA; Bakersfield, CA; San Bernardino, CA; Moriarty, NM; Austin, TX.*

Here are some excerpts from their letter:

"The publication of this annual greeting is a combined effort. Jo keeps a diary during the year and gives me a summary of the year's events sometime around Halloween. It's her idea of a gentle reminder that I had better get to work. My next task then is to read last year's letter to see where we left off. All very organized to this point. Then it happened.....I could not remember for the life of me how we got from leaving the boat in South Carolina to driving to brother Allen's for Thanksgiving (the end of last year's letter) to Christmas in Seattle with Sharon and her family (the beginning of Jo's notes). Too much eggnog? Of course the first of you to suggest too many years will be dropped from this mailing list like the proverbial hot potato."

"St. Maartens is...politically the most unusual island in the Caribbean. Not more than about 5 miles long and a couple widek, half of it is Dutch and half French. Two governments, two languages, two sets of laws. After an overnight passage, we arrive on the Dutch side and decide to anchor in a beautiful bay for a nap before deciding on which side to officially enter. When we awake, we decide to go over to the French side, weigh anchor, and head out. Now note that we have not gone ashore, and we have had no contact with any other vessel. Just anchored and left. To say that we are quite surprised when the Dutch Coast Guard pulls alongside with several heavily armed men lining her rail would be a significant understatement! We are advised that we have violated Dutch law by allowing our anchor to touch their soil and not having paid various taxes, duties, and other sums. After several minutes of begging forgiveness, we are told to proceed to the French side and to never, ever again repeat the mistake. Advice we won't forget."

"It's July, and we are in Superior, WI, where the Duluth Wing of the CAF is restoring a Navy Patrol Bomber (PBY) to an airworthy status. Jo and I had contacted them through the CAF's headquarters, offering our experience with the fabric covering of the control surfaces. They had accepted our offer of free labor! A month later, and with both elevators finished, they were certain the labor was nearly worth what they paid!"



**PBY Catalina elevator with fabric expertly applied.**

"It's August, and we are in Riverton, WY to see friends of many years ago, Lawrence and Ellen Allen. We had gotten to know Lawrence when they lived in Southern California and he was a regular volunteer and crew chief for the C-46 "China Doll" at the CAF's Southern California Wing. Great times with great friends."

"...It's on to Bakersfield, CA for a brief visit with fellow antique aircraft nut, Dan Newcomb and his bride, Karen. At least once a week, Dan drives 100 plus miles to Camarillo, CA to be a member of the team that is restoring a PBJ (Navy designation) Mitchell bomber. Most of us are more familiar with the aircraft's Army Air Force designation of B-25 Mitchell."



**Jo and Jack helping out the New Mexico Wing**

"We stayed a month at the New Mexico Wing, CAF, teaching the most dedicated group of volunteers you can imagine the art of covering control surfaces with polyester fabric."

"So allow us a moment to give each of you receiving this offering our heartfelt thanks for being a part of our experience. And let me also ask a favor of each of you..."

at sometime during the Christmas season would you please take a moment to say "Thank You" to the many men and women who are in harm's way to protect this concept we call Freedom?"

"Merry Christmas and Happy New Year to everyone at the Southern California Wing! God bless us all!"

## Wing Photo Page IV: Navy Day



© Photo by Sharon Dwyer

One of the stars of our special event on December 4 was Mark Hubbard, a member of our Wing, who flew a Navy FA-18 from NAS Lemoore to CMA in 12 minutes! Mark is Commander, Strike Fighter Wing, Pacific Fleet, in charge of all western FA-18 squadrons.



© Photo by Sharon Dwyer

Mark is equally at home in our warbirds, here shown in the F6F-5 Hellcat "Minsi III's" cockpit.



© Photo by Eric Van Gilder

Mark taxiing his Hornet on departure from CMA after a busy and exciting day at CAF SoCAWing's special event "Navy – Past & Present." Mark was an excellent representative of all the U. S. Naval Aviation's men and women who serve our nation so proudly!



© Photo by Dave Flood

Mark waves goodbye to all his friends at CAFSoCAWing from the FA-18 cockpit. Note the two fingers and thumb sticking out of the glove - now standard issue to enhance tactile instrument control.



© Photo by Frank Mormillo

It was getting late, with the sun low in the west, when Mark rolled his Hornet toward the runway at CMA.



© Photo by Frank Mormillo

The Navy's main strike fighter, the Lockheed-Martin FA-18 Hornet, took off from CMA with a mighty roar, heard by practically all residents of Camarillo (attested to by friends in opposite ends of town). Mark had put a huge exclamation point on our special event designed as a commemoration to the Centennial Year of U.S. Naval Aviation.

Kudos to all who put on our "Navy – Past & Present" Special Event on December 4, 2011!



## Reprise: Naval Aviation Centennial

### The E-2 Hawkeye: Eyes & Ears of Fleet



The U. S. Navy's Grumman E-2 is a high-wing airplane, with one turbo-prop engine in each wing, and tricycle landing gear. As with all carrier-borne airplanes, the E-2 is equipped with a tail-hook for landings, and it is capable of using the carrier's catapults for take-off. A distinguishing feature of the Hawkeye is its 24-foot diameter rotating dome that is mounted above its fuselage and wings. This dome carries the E-2's primary antennae for its long-range radars. No other carrier-borne aircraft possesses one of these domes, and among land-based aircraft, domes are mostly seen atop the Boeing's E-3 Sentry, a larger Airborne Early Warning (AEW) airplane operated by the USAF and NATO.

The E-2 is operated by a crew of five, with the pilot and co-pilot on the flight deck, and the combat information center officer, air control officer and radar operator stations located in the rear fuselage, directly behind the rotodome.

In U.S. service, the E-2 Hawkeye provides all-weather airborne early warning and command and control capabilities for all aircraft-carrier battle groups. In addition, its other purposes include sea and land surveillance, the control of the aircraft carrier's fighter planes for air defense, the control of strike aircraft on offensive missions, the control of search-and-rescue missions for naval aviators and seamen lost at sea, and for the relay of radio communications, air-to-air and ship-to-air.

The E-2C and E-2D Hawkeyes use advanced electronic sensors, combined with digital computerized signal processing – especially its radars, for early warning of enemy aircraft attacks and anti-ship missile attacks; and the control of the carrier's combat air patrol and any other electronic surveillance missions, as directed.

#### E-2A & E-2B Hawkeye

In 1956, the U.S. Navy developed a requirement for an airborne early warning aircraft where its data could be integrated into the Naval Tactical Data System aboard the Navy's ships, with a design from Grumman being selected

to meet the requirements in March, 1957. Its design, initially designated W2F-1, but later redesignated the E-2A Hawkeye, was the first carrier-based plane that had been designed from its wheels up as an AEW and command-and-control airplane.



**E-2C Hawkeye of VAW-117 landing aboard USS John Stennis (CVN74) in the Pacific. Note 8-bladed "scimitar" propellers.**

The E-2A entered the U.S. Navy service in January, 1964, and in April, 1964 with VAW-11 at NAS, North Island, CA. The first deployment was aboard the USS Kitty Hawk (CVA-63) during 1965.

Since entering combat during the Vietnam War, the E-2 has served the U.S. Navy around the world, acting as the electronic "eyes of the fleet." Hawkeyes, from the air wing VAW-123 aboard the aircraft carrier USS America (CV-66) directed a group of F-14 Tomcat fighters flying the Combat Air Patrol during Operation El Dorado Canyon, the joint strike of two Carrier Battle Groups in the Mediterranean Sea against Libyan terrorist targets during 1986. More recently, E-2Cs provided the command and control for both aerial warfare and land-attack missions during the Persian Gulf War. Hawkeyes have supported the U.S. Coast Guard, the U.S. Custom Service, and American federal and state police forces during anti-drug operations.



**An E-2C Hawkeye of VAW-123 "The Screwtops"**

E-2C Hawkeye squadrons played a critical role in air operations during Operation Desert Storm. In one instance, a Hawkeye crew provided critical air control

direction to two FA-18 Hornet aircrew, resulting in the shutdown of two Iraqi MiG-21s. During Operation Southern Watch and Desert Fox, Hawkeye crews continued to provide missions.

The E-2 Hawkeye is a crucial component of all U.S. Navy carrier air wings, and each carrier is equipped with four Hawkeyes (five in some situations), allowing for continuous 24-hour-a-day operation of at least one Hawkeye, and allowing for one or two of them to be undergoing maintenance in the aircraft carrier's hangar deck at all times. Until 2005, the U.S. Navy Hawkeyes were organized into East and West coast wings, supporting the respective fleets. However, the East coast wing was disestablished and all aircraft are now organized into a single wing based at Point Mugu, CA. Six E-2C Hawkeye aircraft are deployed by the U.S. Naval Reserve for drug interdiction and homeland security operations.



**A Grumman E-2C of VAW-121 "Blue Tails"**

During Operation Enduring Freedom and Operation Iraqi Freedom, all ten Regular Navy Hawkeye squadrons flew overland sorties. They provided battle management for attack of enemy ground targets, close-air-support coordination, combat search and rescue control, airspace management, as well as datalink and communication relay for both land and naval forces.

During the aftermath of Hurricane Katrina, three Hawkeye squadrons (two Regular Navy and one Navy Reserve) were deployed in support of civilian relief efforts, including Air Traffic Control responsibilities spanning three states, and the control of U.S. Army, Navy, Air Force, Marine Corps, Coast Guard, and Army National Guard & Air National Guard helicopter rescue units.

Hawkeye 2000s first deployed in 2003 aboard USS Nimitz (CVN-68) with VAW-117 "Wallbangers" squadron. U.S. Navy E-2C Hawkeyes have been upgraded with eight-bladed "scimitar" propellers as part of the NP2000 program, the first squadron to cruise with the new propellers was VAW-123 "Bear Aces." The latest version can track more than 2,000 targets simultaneously (while at the same time detecting 20,000 targets simultaneously) to a range greater than 400 miles (540 kilometers) and simultaneously grade 40-100 air-to-air intercepts or air-to-service engagements.

VAW-120, the E-2C fleet replacement squadron, began receiving E-2D Advanced Hawkeyes for operational use in July, 2010 – with scheduled fleet operational use in October, 2014.

## U.S. Navy E-2 Hawkeye Squadrons

### NAS Norfolk, VA

- VAW-120 – E-2 Fleet Replacement Squadron
- VAW-121 "Blue Tails" – USS Dwight D. Eisenhower
- VAW-123 "The Screwtops" – USS Enterprise
- VAW-124 "Bear Aces" – USS George H.W. Bush
- VAW-125 "Tigertails" – USS Carl Vinson
- VAW-126 "Seahawks" – USS Harry S. Truman

### NAS Pt. Mugu, CA

- VAW-112 "The Golden Hawks" – USS John Stennis
- VAW-113 "The Black Eagles" – USS Ronald Reagan
- VAW-116 "Sun Kings" – USS Abraham Lincoln
- VAW-117 "Wall Bangers" – USS Nimitz

### **Grumman E-2C Specifications:**

|   |                                       |
|---|---------------------------------------|
| Wingspan  | 80' 7 "                               |
| Length  | 57' 9 "                               |
| Height  | 18' 4"                                |
| Wing Area   | 700 sq. ft.                           |
| Weight: Empty                                     | 40,484 lbs.                           |
| Max Fuel (internal)                               | 12,400 lbs.                           |
| Max Take-off Gross Weight                         | 54,426 lbs.                           |
| Cruise Speed                                      | 260 kts.                              |
| Service Ceiling                                   | 37,000'                               |
| Ferry Range                                       | 1,540 nm.                             |
| Takeoff run                                       | 1,850'                                |
| Propulsion: 2 Allison T56-A-427 turboprop engines | 5,100 ESHP each                       |
| Crew  | 5 Total, 2 Pilots & 3 Flight Officers |



*The CAF-SoCAWing salutes all men and women of the U.S. Navy's Hawkeye squadrons, and thanks them for their dedication to keeping our country safe and secure!  
Go Navy!*

## Lt. Col. Elwyn Righetti of the “Double Nickel” Fighter Group



© Photo Courtesy of Janet Rizzoli

**Col. Janet Rizzoli next to P-51D Mustang “Man O’ War**

Janet Rizzoli was ecstatic when she had the chance to ride all the way from CMA to Ypsilanti, Michigan in the rear seat of our P-51D “Man O’ War.” Little did she know how important the Mustang had been to a member of her extended family during World War II – until just recently.

She learned that a cousin on her mother’s side of the family had indeed been a flier of Mustangs in the 55<sup>th</sup> Fighter Group of the 8<sup>th</sup> Air Force. Lt. Col. Elwyn Righetti, also known as “Eager El,” was not only a famous P-51 pilot, but also a group leader and an ace, with 27 ground scores and 7.5 air scores.

Righetti was also known as “King of Strafers,” as he loved to destroy locomotives. Under his command, the 55<sup>th</sup> Fighter Group became the top “loco” killers in the 8<sup>th</sup> Air Force.



**An artist’s depiction of Lt. Col. Righetti destroying a German locomotive in his P-51D “Katydid”**

Lt. Col. Righetti named his P-51 Mustang “Katydid” in honor of his wife Katy. When painting scores on the fuselage of his plane, he would paint a small green katydid over a Nazi swastika.



**Lt. Col. Elwyn Righetti’s P-51D Mustang “KatyDid”**

“Tell my family I’m okay...broke my nose on landing...I got nine...it’s been a hell of a lot of fun working with you, gang...be seeing you...”

That was the farewell message Lt. Col. Elwyn Righetti, commanding officer of the 55<sup>th</sup> Fighter Group, radioed to his pilots after flak had forced him to crash-land his crippled Mustang in enemy territory on April 17, 1945 – his 30<sup>th</sup> birthday. He had just torn a German airdrome to pieces. In reporting to headquarters that “Eager El” was missing in action, and presumed killed, an intelligence officer summed up the sentiments of all the men the gallant colonel had commanded:

*“We’re going to miss you, Colonel, all 29 years of your bursting energy and vitality, your eagerness and courage, your initiative and leadership that molded us into a deadly fighting machine, whipping the Hun at every turn.*

*We’re going to miss your cheerfulness, your decisiveness, and your understanding of human nature. You spelled aggressiveness whenever you flew, and made us into one of the eagerest gangs of eager beavers.*

*Your record speaks for itself...34 ½ destroyed Jerries to your credit... 27 on the ground...7 ½ in the air...*

*All of us of ole ‘Five and Five’ salute you, ‘Eager El’ ... A great leader and a fighter.’*”



**Col. Elwyn Righetti, USAF  
April 17, 1915 – April 17, 1945**



## Wing Photo Page V



© Photo Courtesy of Dave Flood

**CDR Christopher K. Kenefick, Director of Operations, Naval Base of Ventura County (left) was an honored guest at our special event “Navy – Past & Present.” Here he is next to the FA-18 with editor Dave Flood. Dave & Chris were exchanging ancestral information, since Dave’s maternal grandfather’s name was Daniel Kenefick.**



© Photo by Eric Van Gilder

**Here’s Chris Kenefick’s PT- 17 (Navy N2S) Stearman trainer flying over Ventura County. Chris keeps it at Santa Paula Airport. It was originally a trainer for the Tuskegee Airmen.**



© Photo by Ron Fleishman

**Our “Gone West” Memorial Board in Museum**



© Photo by Ron Fleishman

**Our Grumman F6F-5 Hellcat’s engine being loaded on a flatbed truck trailer for hauling up to Anderson Aeromotive in Idaho for complete overhaul.**



© Photo by Katsuhiko Tokunaga

**A fitting conclusion of our coverage of Naval Aviation’s Centennial is this shot of the USS Kitty Hawk (CV-63), taken from a Grumman F-14 Tomcat.**

The *USS Kitty Hawk (CV-63)* was the second ship named after Kitty Hawk, No. Carolina, site of the Wright brothers first powered flight in 1903. It was the last conventionally-fueled carrier in the U.S. Navy.

The *Kitty Hawk* was commissioned on 21 April, 1961. The only ship with longer active service in the U.S. Navy is the *USS Constitution*, with 214 years of service – since 1797.

CV-63 was decommissioned on 12 May, 2009 – having served honorably for 48 years.

Gary and Nancy Barber’s grandson, Daniel R. Wells, was stationed aboard the *Kitty Hawk* when it was located at Yokosuka Naval Base, Japan. He is now a Petty Officer, 1<sup>st</sup> Class aboard the *USS Abraham Lincoln* in the Persian Gulf, working as a jet engine technician.



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.<sup>00</sup> 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. <sup>00</sup> |
| 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**