

Flight Line

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

January, 2013
Vol. XXXIII No. 1



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OUR NEW WING STAFF MEMBERS



Steve Barber, Sr. – Wing Leader



Ron Missildine – Executive Officer



Ken Gottschall – Maintenance Officer



Alan Gaynor – Safety Officer

**Wing Staff Meeting, Saturday, January 19, 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.

January 2013

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 Work Day	4	5 Work Day
6	7 Museum Closed	8 Work Day	9	10 Work Day	11	12 Work Day
13	14 Museum Closed	15 Work Day	16	17 Work Day	18 Docent Meeting 3:30	19 Work Day Wing Staff 9:30 All Hands Mtg 4:00
20	21 Museum Closed	22 Work Day	23	24 Museum Closed	25	26 Work Day
27	28 Museum Closed	29 Work Day	30	31 Museum Closed	Museum Open 10am to 4pm Every Day Except Monday and Major Holidays	

STAFF AND APPOINTED POSITIONS				IN THIS ISSUE
Wing Leader	* Steve Barber	(805) 302-8517	f8f2cat@gmail.com	Wing Calendar 2
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Adjutant	* Norm Swagler	(805) 482-6994	nrwagler@live.com	Wing Leader's Report 3
Finance Officer	* Craig Bennett	(818) 425-9474	cwbennett@yahoo.com	A Call for Old 2012 Calendars 3
Operations Officer	* Jason Somes	(818) 292-4646	nbnh@aol.com	Wing Staff Election Results 4
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Safety Officer	* Alan Gaynor	(310)433-3307	agaynor290@gmail.com	<i>Fifi's</i> 1 st Flight With New Engines 6
Museum Manager	John Woolley	(805) 407-4800	jwools@sbcglobal.net	You Might be a Redneck Pilot If: 6
Deputy Finance Officer	Casey de Bree	(805) 205-0494	scdebree@aol.com	A Day in the Skies Over North Korea 7
Gift Shop Manager	Janet Rizzoli	(805) 522-7067	jrizzoli@yahoo.com	The Forgotten 15 th – Part II 9
Public Info Officer	Pat Brown	(805) 479-2221	(no e-mail)	Letter from Jo and Jack 9
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Chief Docent	(Vacant)			Wing Photo Page I: PBJ Painting 11
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				Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501

* Denotes Staff Position

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WING LEADERS REPORT by Steve Barber, Sr.



Another very busy year is coming to an end at your Wing. The elections for Wing Staff positions are over and congratulations to all those who volunteered and stood for election. We all appreciate your hard work and vision for the future of the Wing.

Fundraising for the Museum and new hangar build-out is under way. I know times are tough, but if you can contribute anything for the effort it would be much appreciated. Remember that with our \$375,000.00 matching funds grant any funds received for the project will be doubled! This is great news, and I hope you will support your Wing's efforts as you are able. Time is of the essence for getting our project going and remember your docents are very cold in the open museum - so your help is most important!

The B-25 crew is making remarkable progress, and if you haven't been over to visit the crew lately, please do so. They have all done a wonderful job and their work is "first class!" We are now working on the funds for the engines and propeller overhauls. She will be a proud addition to our flying fleet and a grand example of the dedication and sacrifice of those who not only built, maintained and flew these aircraft, but a living memorial to those who gave their last full measure, never to return to their loved ones. I am very proud of all of you!

Your Wing Staff has many grand plans going forward for your Wing, and I sometimes wish there was a magic wand I could wave to make them happen a lot faster. Reality always seems to intervene, and it just takes time and hard work to realize your dreams. One thing I know is that if the past is any predictor, we will make these dreams come true. Once we attain the next hurdle, we'll tackle another one, which, in the end, will make us stronger.

Check out the museum - if you haven't recently. They have added some new exhibits, and they are really fantastic. Well done - Museum Staff! Our museum is truly wonderful, and we have so many great artifacts and displays. As I mentioned at the Staff Meeting this month,

the gift shop is looking better and better every time I visit. As a matter of fact, too often I buy one of the newly-displayed items.

You hear the term demographics from the politicians nightly as they relate to the change in the work force and incomes in our national economy. Well, we are living through a demographic change in our membership. Us old folks are getting older and our new members are getting younger. This changes the dynamics of our organization, and I, for one, think this will be good news going forward.

These new members will bring in new ideas, give us the directions that we need to focus on to bring in more new members, ideas and money. Some people always yearn for the good old days. Well, I've got some bad news, those days are over and the future is here.

At the last Board meeting we announced that we are going to have monthly members' meetings again - beginning in January. We stopped these meetings a while ago due to the lack of attendance. So, we are going to ramp them up a bit. We'll have a burger burn, entertainment of some sort (movie, model airplane flying, antics from the members, etc.), a Wing update session, and time for any questions that may come up.

Over and over again the Staff hears that we "don't communicate well with the members." It's not that we haven't tried. E-mails, our newsletter, bulletin board, air show board, staff meetings, etc., etc. We hope that by going back to regular all-hands meetings we can cover the last known way of getting information out that we know of without using ESP.

Once again, I'll remind all members that if you have a question or suggestion in any area of your Wing's operations, please go to the Staff member that handles the area of your inquiry. If he or she cannot answer your question, come to me and I'll find out the answer if there is one. Ditto with suggestions - we all need to hear well-thought-out suggestion that will benefit the Wing.

Last but not least, remember - it is important that all members recruit new members. New blood is always needed and with it comes new talent and a healthy Wing.

God bless you and yours during this wonderful holiday season.

A Call for Your Old 2012 Calendars

If you could please bring your 2012 aviation calendars to our Docent Desk in the Aviation Museum - the Docents would like to use the aviation photos from the old calendars to hand out to young people who visit our Aviation Museum

Thanks very much for your cooperation!

Note: this idea was provided by Docent Paul Kleinbaum



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04 December 2012

As per CAF Unit Manual Regulations E-3, Paragraphs C and D and Unit Regulation F. Elections for the positions of Wing Leader, Executive Officer, Maintenance Officer and Safety Officer were held at the Southern California Wing, CAF Hangar. Voting terminated at Midnight (00:00) 30 November 2012 and the ballots were counted by the 2012 Election Committee at Noon (12:00) 01 December 2012.

The tally and results are as follows:

Ballots submitted: One hundred, three (103)
Ballots rejected for cause: five (5)
Reason for rejection: Unable to authenticate CAF or Wing membership and duplication.

Valid votes counted: ninety eight (98).

For Wing Leader: Steven Barber (CAF # 10119). Fifty two (52) votes
Richard Troy (CAF # 20633). Forty six (46) votes

For Executive Officer: John Woolley (CAF # 33958). Seventy two (72) votes
Ronald Missildine (CAF # 35325). Twenty one (21) votes
Gary Barber (CAF # 10151). One (1) vote
Abstention (no vote). Four (4) votes

For Maintenance Officer: Kenneth Gottschall (CAF # 32311). Ninety (93) votes
Abstention (no vote). Five (5) votes

For Safety Officer: David Spence (CAF # 34817). Thirty eight (38) votes
Alan Gaynor (CAF # 20009). Fifty seven (57) votes
Sib Bosso (CAF # 22063). One (1) vote
Abstention (no vote) Two (2) votes

Colonels Missildine, Barber, and Bosso were "write in" candidates.

Colonels Barber, Woolley, Gottschall and Gaynor are declared the elected officers for the positions indicated.

Ron Fleishman
CAF # 5316

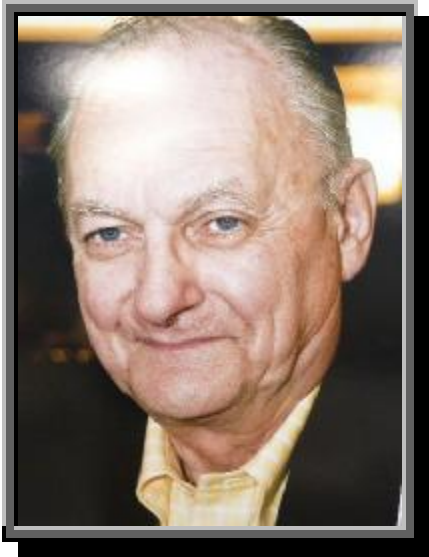
Gregory Mead
CAF # 36226
2012 Election Committee

Ted Romanek
CAF # 11595

THE CAF IS A PATRIOTIC ORGANIZATION DEDICATED TO THE PRESERVATION
OF THE WORLD'S GREATEST MILITARY AIRCRAFT - 1939-1949
CONTRIBUTIONS TO THE CAF ARE TAX DEDUCTIBLE

John Woolley has declined to continue as Executive Officer, so Wing Leader Steve Barber appointed Ron Missildine as our new Executive Officer

Ken Coolidge: In Memoriam by Avery Willis



Kenneth Byron Coolidge
November 5, 1936 – December 13, 2012

Ken was born to the late Theodore and Ann Coolidge on November 5, 1936 in Manchester, NH. He graduated from Somersworth High School in 1954, and received a BA in English Literature from the University of New Hampshire in 1960.

Ken married Mariette Irene St.Pierre in February, 1959.

In 1960 Ken was commissioned in the U.S. Air Force. By 1966 he was a navigator on a B-66 based in Sumter, South Carolina. Ken did three tours in Vietnam in F-4 Phantoms. Then, in 1975, Ken went to Moody Air Force Base in Georgia, as Chief of Military Police, a position which eventually led to a second career. His stateside duty gave him time to do some recreational flying, and he bought a Cessna 172 Skyhawk.

When Ken retired from the Air Force in 1982 as a Lt. Colonel, he and his family moved to Camarillo, and he joined the firm of California Plant Protection. In 1984, CPP provided security for the Los Angeles Olympics. In 1994, Ken started his own company and focused on providing security for our embassies and consulates around the globe.

Ken was a flight instructor and gave instrument training. He was a popular lecturer and classroom instructor for the FAA and the Ventura Chapter of the 99s. He was a member of the EAA Chapter 723 at Camarillo Airport, and served as Chairman of "Wings Over Camarillo" Air Show. Other organizations Ken participated in were: Young Eagles, Angel Flight, AOPA, River Rats, Quiet Birdmen, Security Police Association, and the Caledonian Society.

Ken is survived by two children: Michael Coolidge (Katherine) of San Pedro, CA and Sharon Kingsley (Michael) of Hurlburt Field, FL. He is also survived by seven grandchildren and two great-grandchildren.

After the funeral service held at St. Mary Magdalen Catholic Church, the family and friends moved to our CAF-SoCAWing's Aviation Museum for a lunch and a memorial service to celebrate Ken's life. Ken loved his family, flying, and the many friends he made through flying. Our Aviation Museum Hangar was the perfect location for his memorial service. We were honored to have his family and 200 friends celebrate Ken's life with us.

A funeral Mass and interment of Ken's ashes will be conducted at Arlington National Cemetery sometime next summer.



© Photo by Avery Willis

Ken Coolidge's memorial service at CAF-SoCA's Aviation Museum Hangar.



© Photo by Avery Willis

Ken's Cessna 172 parked on our ramp, next to our Curtiss C-46 Commando "China Doll"

Those CAF-SoCAWing members helping at Ken's service:

Steve Barber, Sr.; Steve Barber, Jr.; Charlie Carr; Jim Hinkelman; Larry Kates; Paul Kleinbaum; Larry Knopp; Mike Perrenoud; John Syrdahl; Avery Willis; and John Woolley. Thanks to all for making it a memorable service.

Our condolences to all of Ken's family on their loss.

FIFI's First Flight With New Engines

I thought you guys would like to see a short video of the only flyable B-29 in the world. Notice the flight engineer is still wearing his "Confederate" Air Force patch.

To our friends who may not understand the passion we feel for planes and particularly planes from WW II, this is *FIFI*, the only flying B-29 Superfortress in the world. This is one of the combat airplanes that flew from Iwo Jima, Saipan, Tinian islands to bomb Japan and help win World War II. They were usually escorted by P-51 Mustangs to protect them from enemy fighters.

Many thousands of planes and aircrews were lost fighting for our country during World War II.

This happened at a time in history before we had long range missiles and electronics. These planes were flown by men from our farms and cities - who left their families at home and risked their lives in high altitude gun fights. It was up close, brutal and extremely dangerous - but they risked it all to protect our country. Many never came home again.

We love, respect and honor all of our veterans. But we also have a love affair with the planes. It is a permanent addiction for us, so we preserve these wonderful aircraft so the younger generations can see and experience the marvelous machines that preserved our freedoms.

We have completely rebuilt this aircraft and those powerful radial engines to bring *FIFI* back to life. It took years to accomplish, many hundreds of thousands of donated dollars and thousands of hours of work by many unpaid volunteers to make this happen so that everyone can share this important part of our history.

FIFI is a unique flying museum.

If you get a chance to see her at an air show, don't pass up the chance. You are watching history and she is the only one left flying of the thousands that were built. This is truly a rare aircraft. Enjoy the video.

Col. Tom Leo, CAF, Golden Gate Wing

<http://vimeo.com/17388627>



Thanks to Col. Bill O'Neill for providing this article.

You Might Be a Redneck Pilot If...

1. *Your stall warning plays DIXIE .*
2. *Your cross-country flight plan uses flea markets as checkpoints.*
3. *You've ever used moonshine as AV-Gas.*
4. *Your 172's wheel pants have mud flaps with a chrome silhouette of a reclining nude.*
5. *Your toothpick keeps poking your mike.*
6. *You've ever taxied around the airport just drinking beer.*
7. *You wouldn't be caught dead in a Grumman Yankee.*
8. *You use an old Sweet Mix sack as a windsock.*
9. *You've never flown a nose-wheel airplane.*
10. *You refer to formation flying as "We got us a convoy."*
11. *You have a gun rack in the rear window.*
12. *You have more than one roll of duct tape on board.*
13. *You siphon gas from your tractor to go flying.*
14. *You've ever ground-looped to avoid hitting a cow.*
15. *You consider anything over 500-ft AGL as High Altitude Flying.*
16. *You don't own a current sectional, but have all the Texaco road maps for your area.*
17. *You have to buzz the strip to chase off the livestock before landing.*
18. *The tread pattern, if any, on all three of your tires is different.*
19. *You have a pair of fuzzy dice and some small copper shoes hanging from the Magnetic Compass.*
20. *You put straw in the baggage compartment so your dogs don't get cold.*
21. *There are grass stains on the tips of your propeller.*
22. *You navigate with your ADF tuned to only AM country stations.*
23. *You think an ultra light is a new sissy beer from Budweiser.*

Thanks to Col. Steve Barber, Sr. for this litany.

A Day In The Skies Over North Korea

by Joseph F. Catrambone

August 25, 1951 started out as a regular mission day. Wake-up call around 3:30-4:00 a.m.; shower and shave; then off to the mess hall for a hearty breakfast (as it probably was going to be a long day) – then on to the Briefing Room for targets and flight information.

It was not mandatory that I attend the briefing, but, at the urging of the crew, I always went to ensure that our navigator, 1st Lt. Theodore (“Little Old Lovable Ted”) Black, stayed awake long enough to get the various courses, altitudes, IP points, fighter rendezvous location, and other pertinent information to keep our B-29 in the hunt.

Little did we know upon entering the Briefing Room that this was to be a “Maximum Effort Mission,” with USAF heavy, medium and light bombers from Japan, Guam and Okinawa; fighter planes from UN Command bases in Japan and Korea; and Navy and Marine fighter planes from carrier decks.

Penetration this day would be deeper into North Korea than we had ventured previously.

The target was the port city and railroad marshalling yard at Rashin, at the northeastern end of the Korean peninsula, just south of the Soviet Union’s border and its port city of Vladivostok. From 25,000 feet you could see ships in the Soviet harbor.

1,000 airplanes, I was told, participated in this raid. I could not count them, but from the contrails and those I could see from our B-29 Superfortress, I knew there were many of us up there – including the Mig-15s that were attacking our formations repeatedly.

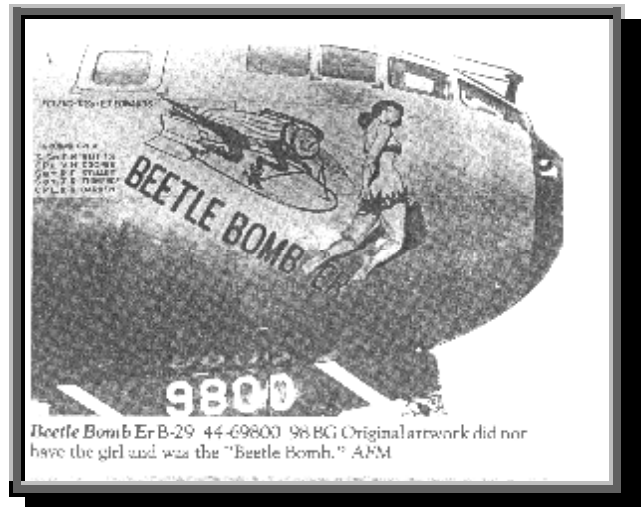
The enemy had little success in destroying our aircraft due to the superior flying skills of our American F-86 pilots, along with the Navy and Marine pilots, and the British and Australian pilots flying their Meteor and Vampire jets. Our humble thanks also went to the pilots performing flak suppression at ground level.

The first bomb detonated at the entrance to the marshalling yard, with successive bombs fanning out to encompass the entire rail network, with the last bomb exploding at the northern end of the complex. This was a picture-perfect raid.

Needless to say, the mission was a great success, with the yard totally destroyed – with a minimum loss of aircrews and aircraft.

A right turn from the target – with a southeast heading would take us back to the comfort of a soft bed, warm chow, a little rest – then we would do it all over again...and again...and again.

Note: Joe Catrambone was a member of our Wing for many years, and was an aircrew member on the Boeing B-29 Superfortress “Beetle Bomber,” 15th Air Force, 98th Bomb. Wing, 344th Bomb. Squadron – Yokota AFB, Japan – during the Korean War.



Joe’s B-29 Superfort “Beetle Bomber” #44-69800.
Note that the “ER” & the girl were added to the original nose art.



B-29 Superfortress dropping bombs on target in North Korea during the Korean War.

The Forgotten Fifteenth – Part II



15th Air Force B-24 flies past Mount Vesuvius – near Naples, Italy.

A remarkable mission against Ploesti was flown by two P-38 groups on June 10. The 1st Fighter Group escorted 82nd Group Lightning aircraft in a long-range attack that hoped to elude detection by flying low. It didn't work. Spotted by Romanian and German defenders, the top-cover Lightnings were drawn into widespread

dogfights, and Ploesti's guns and smoke generators were ready when the dive bombers rolled in. Some worthwhile targets were struck, but losses were heavy: 24 of the 96 fighters on the mission were lost.

Two dozen Ploesti missions cost the Fifteenth some 230 aircraft—but produced results. When Romania capitulated in August 1944, Allied researchers found the refineries mostly reduced to wreckage, their output only 10 percent of what it had been five months earlier. It was a severe blow to the Axis.

By June, at the height of the Ploesti campaign, the Fifteenth had achieved maturity. Though flying the same aircraft as the Eighth, the proportions differed. The Eighth was nearly 60 percent B-17s, while the Fifteenth was three-quarters B-24s. Mustangs dominated VIII Fighter Command. In the Fifteenth, four P-51 groups provided long-range escort, while P-38s flew shorter escorts and increasingly performed dive bombing and strafing. June also brought the start of Operation Frantic: shuttle missions to and from Russia. The goal was to attack targets ordinarily out of reach in Eastern Europe. Frantic I in June saw the assembly of 130 B-17s and 70 Mustangs. Two later missions, in July and August, featured only fighters.

Going Home ... But Not Yet

By then, however, the invasion of southern France had grabbed the world's attention. The Aug. 15 operation Anvil-Dragoon was supported by Fifteenth bombers and fighters, including the 1st and 14th Groups' P-38s, temporarily operating from Corsica.

Meanwhile, other operations continued. Little known today is the remarkable work of the 859th and 885th Bomb Squadrons that conducted special operations missions

and rescued downed fliers. Working with Yugoslavian partisans, Fifteenth airmen carved out landing strips in German-occupied territory. Additionally, the 5th Photographic Group and a dedicated weather recon squadron plied their esoteric trades, losing far more airplanes to the climate than enemy action.

A brief resurgence of the Luftwaffe in March and April 1945 brought new German Me-262 jet fighters to the southern skies, harassing bomber formations and occasionally inflicting losses, but Fifteenth fighter pilots mostly took their measure. The 31st Fighter Group downed eight Me-262s.

The Fifteenth mounted its only Berlin mission on March 24, 1944. This attack on a tank factory and other targets cost the US only 10 heavy bombers among some 660 dispatched—proof of Allied ownership of German skies. The Fifteenth logged its last bombing mission on May 1, 1945, with a small strike at Salzburg, Austria. Thereafter Twining's crews largely flew recon sorties and supply drops in Yugoslavia.

With VE Day on May 8, most Mediterranean airmen breathed a sigh of relief. However, elation among some was short-lived upon learning they were slated to rotate to the Pacific for the expected invasion of Japan. Three months later, those concerns ended by the atomic bombings of Hiroshima and Nagasaki, which prompted the surrender of Japan. The Fifteenth was formally deactivated Sept. 15, 1945.

Fifteenth Air Force was successful, but it paid a high price, losing at least 1,850 bombers, 650 fighters or recon aircraft, and hundreds of airmen. Romania's oil spout was almost totally closed off, and Axis communications were severely hampered. Fifteenth fighters claimed 1,800 enemy aircraft destroyed and produced 74 aces.

The enemy knew the Fifteenth's worth. Albert Speer, the organizational genius and Third Reich's armaments minister, wrote that he could "see omens of the war's end almost every day in the blue southern sky when, flying provocatively low, the bombers of the American Fifteenth Air Force crossed the Alps from their Italian bases to attack German industrial targets."

Fifteenth Air Force's veterans continued making contributions long after VE Day. Twining became Air Force Chief of Staff—1953 to 1957—and Chairman of the Joint Chiefs until retirement in 1960.

Other Washington insiders from Foggia were three B-24 men who became United States Senators: Democrats Lloyd M. Bentsen Jr. of Texas; William D. Hathaway of Maine; and George S. McGovern of South Dakota. War correspondent Ernie Pyle was the popular chronicler of the Mediterranean Theater, writing about fliers as well as GIs. Before departing for the Pacific (where he was killed by a sniper shot) he wrote, "Few of us can ever conjure up any truly fond memories of the Italian

campaign. The enemy had been hard, and so had the elements. ... There was little solace for those who had suffered, and none at all for those who had died, in trying to rationalize about why things had happened as they did."

Today, the men of the Forgotten Fifteenth, with their numbers rapidly decreasing, look back on their experience and know that Pyle's tribute remains as valid as ever.

Barrett Tillman is an author and speaker who has flown a variety of historic aircraft and has received six writing awards for history and literature. His most recent article for Air Force Magazine, "Battle of Midway," appeared in February 2011.

Jo & Jack Brinckerhoff's Yearly Card

© Photos by Jo and Jack Brinckerhoff

It is always such a pleasure to receive Jo & Jack's Christmas message! This past year they outdid themselves in seeing many different places on our planet, and also finding time to put in some volunteer fabric work at various CAF locations.

Here is a listing of their itinerary, without going into the details:

December, 2011 – Seattle – family reunion;
Columbia, South America - paragliding
Port of Spain, Trinidad – yacht "Bodacious" launched
Grenada
Grenadines
Tobago Cays



Humpback whales showing off in the Caribbean

Begua
St. Lucia
Martinique
Falmouth Harbor, Antigua – Classic Yacht Races
Barbuda
Barbados
Tobago
Trinidad – stored "Bodacious"
Orlando, FL – visit brother & wife



Classic Yacht Races, Falmouth Harbor, Antigua

Austin, TX – move back into the "Dirt Cruiser" (land yacht)
CAF's 3rd Coast Squadron, Corpus Christi, TX – fabric work

on their Stearman biplane's control surfaces
Chicago, IL – Grandma gets to give hugs to the younger Grandkids
Grindewald, Switzerland – Alpine paragliding
Schaffhausen, Switzerland – dory-cruising the Rhine



"Weidling" on the Rhine (did they have a designated helmsman?).

Greece – including side trip to Isle of Spetses
Chicago / Middlebury, Indiana – pick up "Dirt Cruiser" (truck and trailer)
Duluth, Minnesota – CAF's Lake Superior Squadron 101 – fabric work on their PBY Catalina
Burnet, Texas – CAF's Highland Lakes Squadron – fabric work on the wings of their PT-19 was postponed due to some structural issues
Arizona – a fly-in
San Bernardino, CA – Jackson Air Park – wonderful paragliding

And here is how they signed their very interesting message:

**Merry Christmas To All & Happy New Year to everyone at the Southern California Wing.
Signed: Jack & Jo**

Thanks, Jo and Jack, for a wonderful global cruise!

SAR in Laos

A documentary - but definitely Laos, and definitely combat footage. One hell of a tribute to our Air Force Search & Rescue (SAR) guys. A very humble F-105 "Thud" fighter pilot picked up from the triple canopy in Laos. A magnificent Team Effort.

OV-10 Bronco FAC puts the smoke down, Jolly's close in, A-1E duo puts down fire suppression, Jolly in contact with downed pilot - closes into 100 meters. Downed pilot ignites smoke from his survival kit to mark exact location for Jolly. PJ goes down on the penetrator.

While rescue is taking place Jolly begins to take small arms fire from nearby ridge. A-1E's drop Willie Peet on them (phosphorous) twice very close proximity to Jolly.

PJ and pilot get inside and all haul ass out of there. Jolly low as he can get straight line to safer area. Jolly gets a drink from KC-130 on the way home.

SAR Team (along with the Command Center that does mission control) welcomes him safely home.

This film shows it all but what most Americans don't know is this was a daily experience in VN for SAR. "Just another routine day at the office" they would tell you.

The SAR guys and Dusty's (Army H-60's that extracted surrounded troops unable to disengage in a fire fight) were all heroes. God Bless them and those that commanded them. 14 minutes very much worth watching. Its as real as it gets.

<http://imageevent.com/okbueno/mopic?p=104&n=1&m=-1&c=10&l=0&w=4&s=0&z=2>



Sikorsky HH-3E "Jolly Green Giant" helicopter – used extensively in Vietnam in Search and Rescue (SAR) operations rescuing downed pilots.

Note: Thanks to Avery Willis for this article.

Specifications (HH-3E) Sikorsky HH-3E "Jolly Green Giant"

General characteristics:

Crew: 3
Capacity: 28 passengers
Length: 73 ft (22.3 m)
Rotor diameter: 62 ft (18.9 m)
Height: 18 ft 1 in (5.51 m)
Empty weight: 13,341 lb (6,051 kg)
Max. takeoff weight: 22,050 lb (10,000 kg)
Powerplant: 2 × General Electric T58-10 turboshafts, 1,500 hp (1,119 kW) each
Rotor system: 5 blades

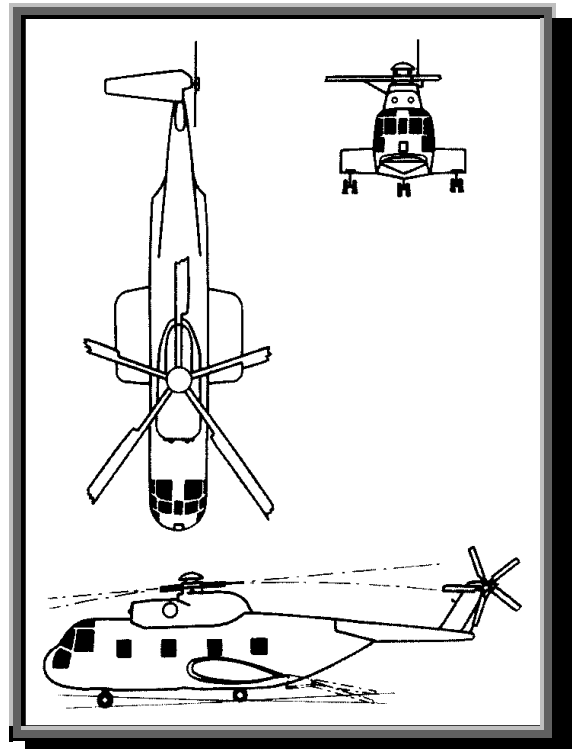
Performance:

Maximum speed: 143 kn (165 mph, 265 km/h)
Range: 779 mi (677 NM, 1,254 km)
Service ceiling: 17,500 or 21,000? ft (5,334 m or 6,400 m)
Rate of climb: 1,310-2,220? ft/min (400-670 m/min)
Disc loading: 6,500 lb (2,948 kg)
Fuel: 683 US gal (2,585 L)

Armament:

Various equipment particular to the operating country.

Door guns on some variants



Wing Photo Page I: PBJ Painting



©Photo by Dan Newcomb

Col. Mike Hohls on scaffold ready to do some masking on the PBJ's left rudder in anticipation of painting markings on the aircraft.



© Photo by Dan Newcomb

Charlie Carr, our model builder extraordinaire, was doing markings that were 1:1, not 1:72, for a change.



© Photo by Dan Newcomb

Mike ready to do the tail-marking painting. Mike originally worked with the late Gil Brice on fabric and painting – but is largely self-taught in the art. If you would like to join Mike and his crew in completing the PBJ restoration – please donate!



© Photo by Dan Newcomb

Charlie Carr and John Syrdahl setting the template for the star on the underside of the wing.



© Photo by Dan Newcomb

Mike doing the preliminary painting for the stars and bars on the port side of the aircraft.



© Photo by Dave Flood

Ta Da! The finished product! Mike and the PBJ Restoration Crew can be very proud of the professional job they did on the stars and bars and tail markings on their PBJ.

**“In the Presence of My Enemy” /
“A Higher Call”**

Aviation Art by John Shaw



© “In The Presence of My Enemy” – by John Shaw
This painting depicts the moment when Franz Stigler first came alongside Charlie Brown’s “Ye Olde Pub”

This famous aviation art by John Shaw was inspired by the improbable, but true, story of a severely stricken Boeing B-17 bomber attempting to return to its English base after a bombing raid over Germany – and its very unusual encounter with a German Luftwaffe Bf-109 fighter.

Charlie Brown was the pilot of the B-17, and Franz Stigler was the Bf-109 pilot. Stigler caught sight of the limping B-17 and anticipated an easy ‘kill’ – one that would help avenge the death of his brother at the outset of WW II.

As he approached the virtually helpless American airplane, however, Stigler could see the faces of the dead and the wounded crewmen. Suddenly, Stigler’s eyes met those of pilot Charles Brown. Despite the potentially severe consequences of letting an enemy plane escape, Stigler felt that he had to answer a higher call of honor...mercy.

This extremely unusual encounter took place just five days before Christmas – on December 20, 1943. The damaged B-17 had most of its rudder blown away, and Brown had had to feather one of the engines. Stigler had first come up on the starboard side of the B-17, named “Ye Olde Pub.”

After several minutes, the Messerschmitt went over to the opposite side of the Flying Fortress, and Stigler stayed with the B-17 – actually escorting it until it reached the North Sea. At that point, Stigler felt he could do no more for the aircraft and its crew, and he then saluted Brown, veered off, and flew back to his base in Germany.

Oberleutnant Franz Stigler shot down eleven American bombers and seventeen fighters during WWII, for a total of twenty-eight kills. He was awarded the Iron Cross, 2nd class; Iron Cross, 1st class; and the Cross In Gold. He was a veteran of the air war in Africa, Sicily and Italy.

Check out this video about the encounter in 1943:

<http://www.youtube.com/watch?v=nNmypZ9lv94>



© “A Higher Call” – by John Shaw
The photos of US airman Charlie Brown and Luftwaffe pilot Franz Stigler are seen below the painting.

After the war, and after many years of thinking about each other, the two fated pilots, Franz Stigler and Charlie Brown, met after locating each other through a German newsletter. Brown asked Stigler to confirm that he was the Bf-109 pilot by asking him what was written on his bomber’s nose. Stigler immediately said, “Ye Olde Pub,” and added that there was a white triangle with a “K” on the tail.

The two old adversaries became so friendly since they met that Stigler says Brown is as close to him as his long-lost brother was. Over the years since they met, they have visited each other twice a year, going between Canada and Florida.

When they first met, Brown asked Stigler why he let him get away, to which Stigler answered, “It was because I saw how damaged your plane was, and the shape of your crew.” Later Stigler would jokingly say, “It was because I didn’t know you then as well as I know you today.”



© “Return of The Pub” – by John Shaw
P-47s provided the final escort to Brown’s B-17.

Thanks to Dave Carpenter for suggesting this story. We did it back in March, 2007, but the artwork is new.

Wing Photo Page II: Christmas Party

© Photos by Dave Flood



Some of the members and wives at our annual Christmas Party at Wedgewood Banquet Center, Ventura on December 13.



Pat Brown was in charge of greeting guests and providing them with name tags.



John Woolley, Sharon Dwyer, Sheryl O'Neil and Jim Hinkelman sharing a good story. We had close to seventy members and wives and husbands and friends at the party.



More CAF-SoCAWing members and their wives enjoying the festivities.



Ron Fleishman, Chairman of the Election Committee, announcing the results of the recent Wing Election, in which the offices of Wing Leader, Executive Officer, Maintenance Officer and Safety Officer were filled.



David Baker, Auctioneer Extraordinaire, soliciting bids on a portrait of a famous British Typhoon fighter that his uncle flew in World War II. Our annual auction, held at our Christmas Party, helps with our finances.



Southern California Wing
455 Aviation Drive
Camarillo, CA 93010

2013 WING MEMBERSHIP RENEWAL NOTICE

January 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