

Flight Line

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



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Exciting plans in store for CAF-SoCAWing. Much more in next month's issue.

Visit us online at www.cafsocal.com



Photo by Dave Flood

Our Gift Shop Manager Extraordinaire, Col. Janet Rizzoli, who has done wonders with our Aviation Museum Gift Shop – generating greatly increased sales of new merchandise, including t-shirts and caps with our planes' illustrations and logos. Check out our line of t-shirts and caps on our website <http://www.cafsocal.com> - and order some for yourself and your family, including the kids. See page 5.

Wing Staff Meeting, Saturday, July 20, 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.

July 2013

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

STAFF AND APPOINTED POSITIONS	IN THIS ISSUE
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Finance Officer * Craig Bennett (818) 425-9474 cwbennett@yahoo.com	Training Report 3
Operations Officer * Jason Somes (818) 292-4646 nbnh@aol.com	Camarillo "Black Sheep" Connection . . . 4
Maintenance Officer * Ken Gottschall (818) 439-5885 kgts@netzero.com	Aviation Museum Notes 5
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Teams Being Organized For Museum

By Dave Flood

CAF-SoCAWng's Executive Officer, Ron Missildine, is spearheading a drive to streamline and organize the Aviation Museum's artifacts collections.

Ron is stepping into a vacuum which developed after the resignation of Museum Director John Woolley and the death of Collections Officer Cliff Brown.

Ron is issuing a call for volunteers for several teams which will work on organizing various aspects of our collections, including:

- | | |
|---------------------|------------------------|
| (1) Uniforms | (5) Photos |
| (2) Airplane Models | (6) Paintings |
| (3) Books & Video | (7) Military Artifacts |
| (4) Manuals | (8) Displays |

When teams are assembled, Ron will take them on tours of nearby museums, including the Ronald Reagan Library, to study how these museums handle their donated artifacts.

In order to get ready for a major upgrade in our Aviation Museum, we need to have our artifacts collections well organized and stored.

We also need to clear out our Aviation Museum Library to make it accessible to our members and to the public for research into military aviation history.

In the future plans for our Aviation Museum, we will have a building devoted entirely to the processing and storing of our artifacts collection – with space allotted for building museum displays.

In the meantime, the Aviation Museum Artifacts Teams will organize the various types of artifacts currently on hand and store them for future use.

Ron Missildine envisions teams working together perhaps four hours every week on their specific task, while having fun and camaraderie while doing so.

Please contact Ron at 805-404-1837 or at missing@pacbell.net and let him know you're ready to help him with this very important mission. The sooner we get started, the better shape we'll be in by the "Wings Over Camarillo" Air Show.

We want our Wing to look its best – and to portray to the visiting world that we are a first-class organization – worthy to proudly wear the name "Commemorative Air Force Air Base."

Please get in touch with Ron today. Let's Make It Happen!

Cadet Training Trailer Progress Report

by Joe Peppito, Wing Training Officer & Jim Stirone, Assistant Training Officer

We have had the Cadet Training Trailer now about a month, and have made good progress in getting it restored for our use. Col. Lloyd McAfee has connected the electrical power for the trailer, and he has also contacted the contractor for a permanent electrical connection. Lloyd is presently working on replacing the front doors that have been ravaged by termites.

In addition to Cadet training classes, the trailer will also be used to support other Wing operations, such as pilot briefings and other Wing group meetings.

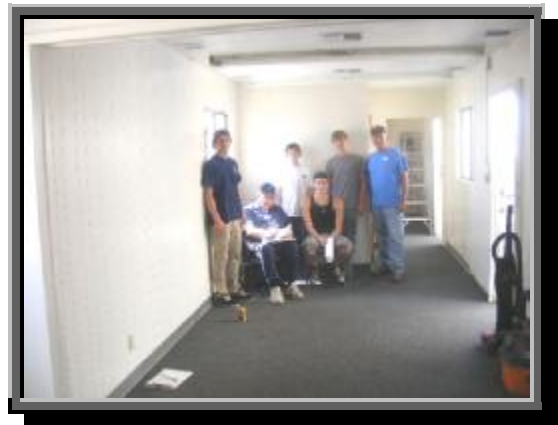
Jim Stirone has had the Cadets working at cleaning up the interior of the trailer and prepping the walls and ceiling for painting. Jim has been doing most of the painting, with the help of Cadets. The air conditioning vents and ceiling light fixtures have all been cleaned and reinstalled. Keith Bailey has been busy removing the iron grills from the windows – no easy task. We still have to have the carpeting cleaned and an office door installed. We are hoping that we can also get a wireless connection hookup so that we can view our power-point program presentations.

Before we can actually utilize the Cadet Training Trailer for Cadet classes, we will have to buy some furnishings:

- (1) Four or five 8-foot-long tables, along with about 25 folding chairs;
- (2) Two desks and chairs for the office area;
- (3) Bookcases;
- (4) Two 4-drawer file cabinets;
- (5) Other incidentals to be determined in the future;
- (6) Paint and bondo for the exterior finishing.

In order to make our Cadet Training Program a successful operation, we are hoping to obtain the full support of the Wing Staff, as well as the Wing members. With all your help, we can make the Cadet Training Program one of the best in the Commemorative Air Force.

Thank you for your support and cooperation.



Joe & Jim with Cadets in their new trailer.

Camarillo's "Black Sheep" Squadron Connection

by Bruce Gamble, "Swashbucklers & Black Sheep", Zenith Press, 2012.

"After just a few days as an inactive squadron, VMF-214, the "Black Sheep" Squadron, was reformed at Marine Corps Air Station, Santa Barbara, CA on February 9, 1944.

Flight training in the squadron's Goodyear-built FG-1As started with a series of crashes, but thereafter VMF-214 enjoyed a long spell of accident-free training that included gunnery, formation flying, navigation and bombing practice. The concept of close ground-air support was constantly being developed, and the Corsair proved highly capable as a dive-bomber as well as a strafing aircraft.

The "Black Sheep" pilots practiced carrier approaches on the MCAS Santa Barbara runway with 'touch-and-go' landings, but the air station was usually too busy for adequate "bounce drills." The solution was to move the squadron to a little-used Army air strip surrounded by bean fields near Oxnard, CA. (*Note: voila – this is the precursor to Oxnard Air Force Base and eventually Camarillo Airport.*) Not surprisingly, the combination of the unforgiving Corsair, lack of pilot experience, and steep approach profile led to a rash of mishaps.



Stan Free, a VMF-214 pilot, crash-landed at Camarillo doing "bounce drills" at the small Army airstrip.

Gradually, the Black Sheep pilots accumulated enough hours to become proficient. They trained continuously, and, as the months rolled by, they became skilled. By the time Squadron VMF-214 pilots completed their syllabus of field carrier landing practice, gunnery, navigation, bombing and even night fighting – they had accumulated far more flight time than their predecessors had possessed when the Black Sheep Squadron was created in the Solomons in July, 1942.

Because Japanese kamikaze attacks had damaged several of our *Essex*-class carriers – and the Navy could not accommodate full Marine fighter squadrons on its carriers – the Marines split their fighter squadrons into "forward" and "rear" echelons, with the more experienced pilots deploying in the "forward" echelons.

VMF-214 Squadron was equipped with the newest variant of the Corsair – the F4U-1D, and training began at MCAS El Centro and later at MCAS Mojave to train pilots in firing the high-velocity aircraft rockets (HVARs).



"Black Sheep" Squadron Corsair made hard landing at Camarillo airstrip and was destroyed by fire. Note the familiar hills in the distance.

The "Black Sheep" Squadron returned to MCAS Santa Barbara for the holidays, and thirteen pilots flew their Corsairs in the formation of a cross over the City of Santa Barbara on Christmas Day as a salute to the people of their host city. (*Note: a great example of government employees displaying their constitutional right of free expression.*)



Corsairs of VMF-214 over Santa Barbara's Court House.

The following day they flew to NAS Santa Rosa (north of San Francisco) to prepare for deployment. Their fighters were hoisted aboard the *USS Ranger* at NAS Alameda and proceeded with carrier landing qualification training. The long hours of "bounce drills" at Camarillo paid off, as all pilots qualified.

In early February, 1945, VMF-214 was on the refurbished *USS Franklin* - steaming westward under the Golden Gate Bridge – heading toward war experiences that would prove fateful for the "Black Sheep" Squadron.

Note: Thanks to Bob Cheveres for spotting this article.

Aviation Museum Notes by John Knopp

Another "I'd Rather Be Flying ..." Incident

In mid-June, a gaggle of young mothers visited the CAF SoCal Wing's Aviation Museum and the Waypoint Cafe as their monthly social outing with their toddlers.

One of the young women presented her military ID card at the museum reception desk. When asked where she is based, she replied: "I'm a Naval aviator, flying SH-60 helicopters".

She tucked away her ID card, glanced at her toddler and infant in the stroller, looked up and said wistfully... "Most days, this is harder".

One Visitor's "Cool Ride"



© Photo by John Knopp

Visitor John Thatcher showing off his son's portrait of John's B-17 on the tailgate of his pickup. He was making another visit to our Aviation Museum to do some serious "hangar flying."



© Photo by Dave Flood

John Knopp showing visiting students our Navion Trainer.



© Photo by Dave Flood

Our new collection of kids t-shirts – sizes for all ages. Come on in and pick out some for your kids and/or grand-kids. Make sure they're smartly dressed for our "Wings Over Camarillo" Air Show. Also shown: "Tote-Ems" – special insulated bags for carrying drinks.



© Photo by R.S. Hockett

If you haven't been to our Aviation Museum lately – be sure to come and view the new exhibits. John Knopp, Charlie Carr, Jim Hinkelman, Ron Fleishman, Janet Rizzoli, Pat Brown, and all the Docents have done wonders with the museum and its exhibits and gift shop. You'll like what you see!

When An Army of Artists Fooled Hitler

By Leah Binkovitch
Smithsonian.com, May 21, 2013

Shortly after the D-Day invasion on June 6, 1944, two Frenchmen on bicycles managed to cross the perimeter of the United States Army's 23rd Headquarters Special Troops and what they saw astounded them. Four American soldiers had picked up a 40-ton Sherman tank and were turning it in place. Soldier Arthur Shilstone says, "They looked at me, and they were looking for answers, and I finally said: 'The Americans are very strong.'" Patriotic pride aside, the men of the 23rd were not equipped with super-human strength. They did, however, have inflatable tanks.



Shilstone was one of 1,100 soldiers who formed the unit, also known as the *Ghost Army*. They were artists and illustrators, radio people and sound guys. Handpicked for the job from New York and Philadelphia art schools in January 1944, their mission was to deceive the enemy with hand-made inflatable tanks, 500-pound speakers blasting the sounds of troops assembling and phony radio transmissions.

Over the course of the war, they staged more than 20 operations and are estimated to have saved between 15,000 and 30,000 U.S. lives. The illusion was never broken and not even their fellow soldiers knew of their existence.

Kept secret for 40 years, the story of the *Ghost Army* first broke in *Smithsonian* magazine in the April 1985 issue, when then-illustrator Shilstone shared his part in the war. Now, Shilstone and 18 other members of the 23rd are part of the new PBS documentary, "[The Ghost Army](#)."

When he first began researching the story, director Rick Beyer says he was amazed. "First you think, maybe I'm misunderstanding or maybe it was just one time," says the director. It's a skepticism he's since encountered on the road, including at a presentation for seniors at the Perkins School for the Blind in Massachusetts. "There was one guy, while I was setting up and he was just convinced that the whole thing was bullshit." He told Beyer he had served in General Patton's Third Army and never knew of any *Ghost Army*. But Beyer continued with his screening. Afterward the same man approached him and said, "This is the most amazing story I ever heard!"

"It's a great example of how many fantastic, amazing, sort of mind-bending stories there still are 70 years later coming out of WWII," says Beyer.

Deception has long been a part of war, the Trojan Horse being perhaps the most famous example. But what set the 23rd troops apart, says Beyer, is the way they integrated so many different strategies to create a multimedia roadshow capable of being packed up for another show the next night. To shore up potential holes in the line, the unit would set up its inflatable tanks and roll in the giant speakers with a 15-mile range to give the impression that a huge army was amassing. Coupled with decoy radio transmissions, the deceptions proved largely successful.

From the beaches of Normandy to the Battle of the Bulge, the *Ghost Army* saw a lot of action, but their biggest stunt would come near the end of the war. With the American Ninth Army set to cross the Rhine River deeper into Germany, the 23rd had to lure the Germans away. Posing as the 30th and 79th divisions, 1,100 men had to pretend to be more than 30,000.

Mixing real tanks alongside the inflatable ones, the troops appeared to be assembling a massive attack. Their fake observation planes were so convincing, American pilots tried to land in the field next to them. When the offensive finally made its move across the Rhine, with General Dwight Eisenhower and Prime Minister Winston Churchill watching, they were met with little German resistance. The riverbanks were left for the taking and the *Ghost Army* earned a commendation for its success.



Because the men had to keep their true purpose a secret, they regularly pretended to be other units. They'd mark their trucks with chalk or sew fake badges to throw off potential spies in the cities where they spent time off duty.

Set apart from other troops by their secret mission, the artists also brought an usual perspective to war. Upon finding a bombed-out church in Trévières, several of them stopped to sketch the structure. When they stopped in Paris and Luxembourg, the men recorded everything from the beguiling women biking by to the scenic rooftops and street scenes. Beyer accumulated more than 500 of these

Army of Artists, continued...

sketches during the eight years he spent on the documentary, many of which were included in an accompanying art exhibit at the [Edward Hopper House](#) in New York.

"In war stories," explains Beyer, "it tends to be about the guys on the line under fire or the generals planning strategy in the headquarters. What you don't get always is the sense of what the experience is like for the people."

"Whether it's visiting a bordello or sketching a bombed-out church or trying to comfort the orphaned Polish children in a [Displaced Persons] camp on a dreary Christmas in Verdun when you've just retreated from the Battle of the Bulge, those sorts of stories are part of the G.I. experience also and I wanted to convey this humanity as part of the story," says Beyer.

The *Ghost Army* returned to the United States in July 1945, thinking they would join in the invasion of Japan. But after the Hiroshima and Nagasaki bombings and Japan's surrender, the unit was deactivated on September 15, 1945.

Many of the members of the special unit went on to have careers in the arts, including painter and sculptor [Ellsworth Kelly](#) and fashion designer [Bill Blass](#). Unable to tell their wives, family and friends about what they had done until the information was declassified, their stories didn't make it into the official narratives of WWII. Beyer says there's more still to discover, "There are things that are still hidden away about it."

In the meantime, Beyer hopes his documentary can help counter the traditional assumption that British deception, most known for [Operation Fortitude](#), which sought to divert German attention away from Normandy, was elegant while American efforts must have been clunky. "It shows how creative and imaginative American deception units were," says Beyer.

Retired commander of NATO General Wesley Clark agrees in the documentary, saying, "The essence of winning is the defeat of the enemy's plan." And with imagination and creativity, that's precisely what the *Ghost Army* was able to do.



Editor's Note: Thanks to Al Watts for the "heads up" on this fascinating story from Smithsonian.com.

JUST A SIMPLE DOCENT'S TALE

by Col. Len Canter

She walked into the Aviation Museum. She was about my age, maybe a few years younger, with her son and a granddaughter. She was here to see a Hellcat, the type of aircraft her father had flown in the Pacific in World War II.

"Can I see it?" "Yes, you can. It's just over here." We moved toward the plane, her son and granddaughter busy looking over the items in the gift shop. "Can I touch it?" Kind of a strange request - but I moved the yellow barrier aside and said "yes." She touched the folded wing of the bird and began to weep. I stood by and watched as she began to speak. "I was never able to meet and know my father. He was a pilot in WWII and was sent to the Pacific where he flew a Hellcat. Very near the end of the war, he was involved in the battle at Okinawa, where he was shot down and killed."

"Can I walk around it and touch it some more?" "Of course," I said, not saying what was crystal clear to me. *Your father paid so much more then the price to allow you the time to spend with this aircraft.*

I shared with her how ironic that her father had been shot down and killed in the plane with the best war record in U. S. military history. He was shot down during one of the last battles of the war, possibly the only time since mid-1943 where the Japanese were able to put up an aircraft that could best one of our best.

"Can I sit in it?" "No," I said, thinking of the insurance consequences, how high the wing was off the ground, her age and my lack of familiarity with the cockpit of this aircraft. I did not know how to open the canopy. "No," I said again, "but let me think about it."

We finished the tour and parted company. She thanked me for the tour and her experience with the Hellcat. She, her son and granddaughter disappeared into the display area of the museum where so many of our members had put together their tributes to our fighting servicemen.

I found another tour to guide and, as we passed by the maintenance hangar, I spotted a short ladder, thought about it for a second, and picked it up. I finished my tour carrying the ladder with me. As I thanked this group, I spotted the woman with her son and granddaughter.

I approached her and asked her to come with me. I placed the ladder next to the wing of the Hellcat and invited her to use the ladder to climb up on the wing.

With some effort on both our parts - she was up on the wing. "Can I touch the canopy?" "Of course", I said. She cradled the closed plexiglas canopy, looked down into the cockpit and again wept, as she reached out to connect with the father she had never known.

Editor's Note: AMEN!

A Pilot Father's Tough Love

Most people today think it improper to discipline children, so I have tried other methods to control my kids when they have had one of 'those moments.'

Since I'm a pilot, one method that I have found very effective is for me to just take the child for a short flight during which I say nothing and give the child the opportunity to reflect on his or her behavior.

I don't know whether it's the steady vibration from the engines, or just the time away from any distractions such as TV, video games, computer, iPod, etc.

Either way, my kids usually calm down and stop misbehaving after our flight together. I believe that eye-to-eye contact during these sessions is an important element in achieving the desired results.

I've included a photo below of one of my sessions with my son, in case you would like to use the same technique.



(Just Kidding! – Contributed by Joe Catrambone)

Willow Run B-24 Plant: WWII

This was BEFORE Pearl Harbor !!!
Ford's B-24 Bomber Plant at Willow Run, MI.

Henry Ford was determined that he could mass produce bombers just as he had done with cars. He built the Willow Run assembly plant and proved it. It was the world's largest building under one roof. Even then FORD HAD A BETTER IDEA!

This film will absolutely blow you away - one B-24 every 55 minutes.

<http://www.youtube.com/embed/iKlt6rNciTo?rel=0>.

Memorial Service for Cliff Brown

Our Wing's remembrance of our friend and colleague Cliff Brown will be a Memorial Service in our Aviation Museum Hangar – to be held at 2:00 p.m. on Saturday, July 13, 2013.

Officiating at the Memorial Service for Cliff will be our own Russell Drosendahl – our "Wing Chaplain."

Featured during the service will be a fly-over with a Missing Man formation by our planes – plus an Honor Guard performing a flag ceremony.

On display during the Memorial Service will be some of Cliff's memorabilia from his service with the U.S. Army during the Korean Conflict.

At the conclusion of the service, we will take Cliff's ashes aloft in one of our aircraft and spread them over the ocean, according to Cliff's wishes.

Again – the Memorial Service for Cliff Brown is on Saturday, July 13, 2013 at 2:00 p.m. in the Aviation Museum Hangar.

We ask you to please plan to be in attendance to honor Cliff's memory and to show support for his widow, Pat, who is our very hard-working Public Information Officer.

Thank you.

Stephen Barber, Sr.
Wing Leader

Wing Air Show Schedule: 2013



July 4	Lake Arrowhead	P-51, F6F, F8F, Zero
July 5-7	Truckee	P-51, SNJ-5
July 13	Cliff Brown Memorial	All Aircraft
August 17, 18	"Wings Over Camarillo"	All Aircraft
August 24	Lake Tahoe	P-51, F6F, Zero
August 24	Big Bear	Spitfire, F8F

If you plan to attend our air shows, please call ahead at (805) 482-0064 for updated information, as schedules sometimes change.

Chance Encounter With an Osprey

by Dan Newcomb

© First 3 photos by Dan Newcomb

In all my years as an airport bum, I have always been amazed at the how much wildlife most airports seem to have. At CMA for instance, I have seen rabbits, coyotes, lizards, buzzards, shrikes, hawks and the other day a possum on the ramp.



Yesterday we had an unexpected visit from a very large raptor, an Osprey. The V-22 100 million dollar tilt-rotor kind flown by the Marines. Naturally, several folks had to go over and take a closer look when it landed to take on fuel for the bird and lunch for the crew. I walked over to the pilot and was surprised to see he was a Major. I introduced myself and stated that if we could look at his aircraft I would be more than happy to show him our planes. He said he would like that if they had time, but would be happy to show us the Osprey before they went to lunch.



Lloyd McAfee, Barry Roberts, John Cutright, John Syrdahl, Tom Wilson and yours truly were given the opportunity to sit in the cockpit of the Osprey, which was no simple task - as it is very cramped. Lloyd told me that it hurt like hell, but he wasn't going to pass up the chance even if it killed him! Barry, who spent a little time in helicopters in that little scrap we had in Southeast Asia awhile back also found it a little difficult to get in to the front seat and that made me feel a little better because I had a

lot of trouble getting in the seat without kicking or stomping on the console between the seats.

The Major pointed out the fact that most of the plane is composed of non-metallic composite material. Two Rolls-Royce engines, each developing over 6,000 shaft horsepower, enable the plane to fly at a top speed of 275 knots. Amazingly, it also can fly with one engine out.

It also has in-flight refueling - which gives it unlimited range. Normally, the Osprey has a crew of four and the ability to carry 24 Marines into combat. The Major apologized for the dirty condition of the aircraft, as they had just left Twenty-Nine Palms and desert training and were headed back to Marine Air Station Miramar. That was when for me, reality sunk in. The Major told me that they were being deployed to Afghanistan next month.

As we watched them leave on their flight to Miramar for what we expected would be a down-wind south departure - they saluted us by returning for a little flight demonstration.

They dropped the landing gear and slowed to a hover over the east end of the field and then transitioned to horizontal flight with an impressive climb out as they departed.

As I watched them fly off I couldn't help but feel very proud to be an American, and very lucky to have such fine young people serving our country. The Osprey had landed!



Marines prepare to board an MV-22 at Marine Corps Air Ground Combat Center, Twenty-Nine Palms, CA

Northrop's Flying Wing, Precursor to the B-2 Stealth Bomber



The Northrop YB-49 taking off from the Muroc AFB dry lake bed test center.

Sixty-five years ago, the flight test community suffered a tremendous loss June 5, 1948, when the Northrop YB-49 broke apart mid-air in the skies over the Mojave Desert. The jet-powered flying wing, crashed just five miles north of the base.

All five crew members lost their lives that day, including Californian Capt. Glen Edwards who was flying as co-pilot with Maj. Daniel Forbes Jr. At the request of retired Maj. Gen. Albert Boyd (then Col. Boyd) Muroc Air Force Base was redesignated as Edwards Air Force Base Dec. 8, 1949 in honor of the young captain's heroism and sacrifice.

According to retired Brig. Gen. Robert Cardenas, who served as the chief test pilot on the YB-49 program, Jack Northrop's vision of the flying wing was a revolutionary concept; it was just too advanced for 1940s technology.

In November 1948, Cardenas appeared before Jack Northrop and the General Officer's Board to share his perspective on the controversial program. "When I appeared before the board, I told them Mr. Northrop's concept is going to give you one of the most potent weapon systems you've ever had. But, the YB-49 has exceeded the human sensory and response capability because we humans are reactive. This aircraft needs a proactive system and I don't know what it is," said Cardenas.

The insight Cardenas brought to the board included his experience learned during the stall series of Phase II testing and the tumble which resulted after his first attempt.

"As I entered my first stall, I was using the trim tab. Instead of a normal stall, it gave a serious lurch forward and went into a full negative tumble," said Cardenas.

At the time, there were no computers, no ejection seat or pod – Cardenas had no other option but to maneuver out of the tumble.

"The situation I was in, the negative g-forces had me pinned off the seat and I couldn't jump down, all I had left was to apply asymmetric power with four engines and that would cartwheel me. If I cartwheeled, it would probably throw me into a spin that I could get out of. That's what I did. That was the only thing I had left since we didn't have seat ejection," said Cardenas.

The YB-49 program was cancelled, but Cardenas recommended to the General Officer's Board that they should not give up on Northrop's vision; rather they should invest in long-term research and development, to give technology a chance to play catch up.

While Cardenas' recommendation was declined, technology eventually caught up and led to the design and development of the B-2 Spirit stealth bomber.

"We just needed computers to catch up with the flying wing design to capitalize on those things Jack Northrop was originally after; increased range, decreased drag, and the ability to carry everything internally. Computers were pivotal in the design of the aircraft itself, putting it in the air, stabilizing it, and performing the mission." said Maj. Adam Goodpasture, B-2 flight commander, 419th Flight Test Squadron.

I view [the B-2] as Jack Northrop's original vision finally realized due to advancements in technology. The sacrifices of the crew and their families and the work put into testing the YB-49 left a legacy that is evident today in the Spirit – the world's most lethal aircraft. "Thank you," Goodpasture said to Cardenas.

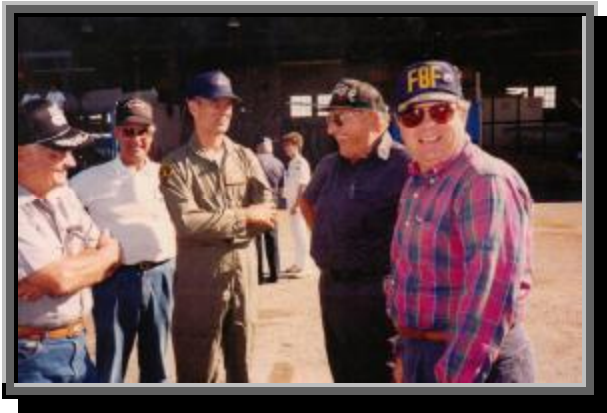
"Once computers came in, it resolved a lot of problems. I was right when I told the generals they would someday have a formidable weapon system, I'm glad they didn't let the idea die, the B-2 is a beautiful bird," said Cardenas.



© Photo by Eric Van Gilder

The 1/3 scale Northrop N-9M flying wing from Planes of Fame, Chino will be at our "Wings Over Camarillo" Air Show on August 17 & 18, 2013.

Wing Photo Page



Recognize these guys? This photo was taken in 1993 on the occasion of the arrival of our F8F Bearcat. From left: Lefty Gardner, Dick Russell, Chuck Hall, Joe Peppito and Steve Barber, Sr. (Memory Lane)



© Photo by Dan Newcomb

Col. Mike Hohls being checked out in the right seat of the B-25 Mitchell "Executive Sweet." Mike will be all set to take the controls of our PBJ-1J "Semper Fi" when the time comes.



© Photo by Dave Flood

Two new Ramp Bosses – Jake and Luke Barber, ready to chalk the next plane that comes in. Atta go, boys! Of course, they're the sons of Steve, Jr. and Holly.



© Photo by Dave Flood

Wow. The nuts and bolts have never been so organized! They're all in their own little drawers, with appropriate labels. Thanks to Shirley Murphy for getting it all "ship-shape."



Due to the sequester, the traditional fly-over by the USAF Thunderbirds while the new lieutenants are throwing up their caps at the Air Force Academy's graduation was cancelled, but several warbird organizations stepped up to fill the void, including the Commemorative Air Force, which sent its Boeing B-17 Flying Fortress "Sentimental Journey."

Contrary to an e-mail that has been circulated, President Obama did not refuse to speak at the Air Force Academy's graduation. He had spoken to the graduating cadets last year. Instead of being at West Point, as the erroneous message stated, he was actually speaking to the graduating ensigns at the U.S. Naval Academy in Annapolis. There actually was no controversy concerning the Air Force Academy's graduation. The Secretary of the Air Force was the main speaker at the ceremony, and the Superintendent of the Academy was most appreciative of the organizations that provided the historical perspective to the Air Force graduates by reminding them of the outstanding service of the planes and personnel who flew during WWII for our freedom.

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Camarillo Air Show

Saturday & Sunday,
August 17 & 18, 2013

Sponsored by:
Camarillo Wings Assoc.
CAF-SoCAWing
EAA Chapter 723
Ventura County 99s

Admission: \$15
(advanced ticket sales \$10)
Children under 12 are free.

Free Parking

Gates open: 9:00 a.m.
Air Show: 12:00 noon to 4:30 p.m.

80 Aircraft
Aerobatic Routines
WWII Warbirds

Bring the family !
And your camera !

Plenty of food and drink on site.

Wear a cap or wide-brimmed hat
Use sunscreen

Have fun with us at
Camarillo Airport
On August 17 & 18, 2013

Come take a ride in our P-51
Mustang, SNJ Texan, or PT-19
Cornell during the air show.
Call 805-482-0064 to reserve the ride.

Wings Over Camarillo

Some Aerobatic Highlighters at
"Wings Over Camarillo"



John Collver in his vintage AT-6 "War Dog" has been flying for over 3 decades, and has over 14,000 hours of flight time in over 50 aircraft. He has been a consistent crowd pleaser.



Judy Phelps flies out of CP Aviation in Santa Paula. She is also a top flight instructor and award-winning member of the Ninety-Nines. Judy has logged over 6,200 flight hours since 1994.