

Flight Line

The Official Publication of the CAF

Southern California Wing
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Visit us online at www.orgsites.com/ca/caf-socal



© Photo by Eric Van Gilder www.vg-photo.com



© Photo by Craig Bennett

The Fairchild PT-19A *Cornell* and North American SNJ-5 *Texan* flying over the Ventura County coastline. The PT-19A will soon join our SNJ-5 in our Warbird Ride Program. See Page 10 for details.

**Wing Staff Meeting, Saturday, July 12, 2008 at 9:30 a.m. at the
CAF Museum Hangar, 455 Aviation Drive, Camarillo Airport**

THE CAF IS A PATRIOTIC ORGANIZATION DEDICATED TO THE PRESERVATION OF THE WORLD'S GREATEST COMBAT AIRCRAFT

July 2008

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

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Operations Officer	* Gary Barber	(805) 659-4319	bearcat69@pacbell.net	Ringmasters – Part I 4
Maintenance Officer	* (Vacant)			Ringmasters – Part II. 5
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* Denotes Staff Position

Museum Update

by Sarah de Bree



© Photo courtesy Jim Tierney, Jr.

Jim Tierney with his wife Jean, daughter Joyce and son Jim Jr. - all gathered for the big celebration.

A big party was in order for Jim Tierney's 75th birthday. Family and friends met at the Elephant Bar in Simi Valley and proceeded to celebrate like any decent Irish bunch should. Jim Jr., not unlike his Dad, served as family historian and provided the photo above. Joyce created all of the lovely table centerpieces, such is her vocation, and, I'm sure, everyone surrounding the 'big guy' did much work to produce such a memorable party. Thanks for the great evening!

The Museum staff is busy working on new displays, such as the '**Women in War**' story and designing a pamphlet for guiding the visitors through each display with the appropriate information for the item. This will help with our serious lack of Docents. Again, if you or anyone you know would like to volunteer please call either Ron Fleishman or Sarah de Bree for more information.

The Gift Shop has received more **CAF hats**. So if yours is getting a bit care-worn - please stop in. Also received were more **Pins, Patches and Cups**. If you missed them before, this is your chance!

The Museum Staff is preparing for the next Special Event. **That will be the 'Battle of Midway' event on September 6, 2008.** Jim Hinckley will speak on Midway, and it should be a great day! So... mark your calendar, bring your family, and have a great time.

Remember, the Museum and Gift Shop help defray the cost of operating our Wing so do your part - **shop early and shop often!**

Many thanks to Lloyd McAfee for that beautiful new American flag that he has donated to our Museum!

Until next time...

ID Badges, Pins, Patches & Mugs

by Ron Fleishman

For those who missed them last time around, or didn't know we offered them at the Gift Shop. The new wing pins and patches are back in stock and are available for sale. The patch looks great on flight suits, coveralls & jackets.

The pin is metal & enamel and measures almost an inch at its widest point. It can be worn on hats or flight suit shoulder epaulets. I've even seen them used as lapel pins or tie tacs. Make your own fashion statement!



© Photo by Dave Flood

The Wing makes money on all of the insignia sales, so here is your chance to show some unit pride and help our finances a little bit.

The nametags are special order, and take three days, depending on how many orders go in simultaneously.

Coffee mugs are also back in stock. They have our logo in full color on one side and the CAF wings on the other.



© Photo by Dave Flood

Pins and patches are \$6.00; nametags are \$10.00; and mugs are \$8.00. All items are subject to CA sales tax.

Ringmasters: A History of the 491st Bombardment Group – Part I

by Allan G. Blue

On the 25th of October 1944, a sleek P-51 Mustang from Steeple Morton dropped its gear at North Pickenham, home of the 491st Bomb Group. Pilot Getz, former Liberator driver, had stopped by to give the old crowd an envious peek at his new mount. Getz, one of several 491st pilots who did fighter tours after completing their missions with the 491st, was assigned to the Second Air Division Weather Scouts, an outfit composed entirely of former B-24 pilots, and whose job it was to precede the 2ADs Liberators on each mission to report on weather conditions at the target. In the good-natured banter that afternoon Getz' former associates would not concede that Weather Scouts were really *fighters*, even though they flew Mustangs. A month later, however, there wasn't a man in the 491st who wasn't convinced in all seriousness that the Weather Scouts were among the "best damn fighters in the world."

The events leading to this change of heart began in the late hours of 25 November as the teletype in Group Ops began ticking off the field order for the following day's mission. The Eighth would be after four major targets in Northern Germany. Objective for the 491st: The one remaining oil refinery still in production at Misburg. The target was no stranger to the Group -- it was over Misburg on 12 September that the 491st had lost Sparrow and Eckard. But that was over two months ago and the Group just wasn't losing airplanes these days. Still, there were some who noted that the strike at Misburg would require deeper penetration into Germany than any of the other targets for the following day.

Briefing was at 0530 and by 0904 thirty-one aircraft were up and forming.

At 1111 hours this formation crossed the enemy coast as a part of the bomber stream. At almost the same time, some 150 enemy fighters attempted an attack on the B-17 groups at the head of the column. The Fortresses at this time were just approaching Dummer Lake, the point where the stream would split into segments to attack the four different assigned primaries. The German fighters were successfully driven off by the B-17s' fighter escort, assisted by additional area coverage fighters called in to help. The action, however, drifted southward with the Fortresses as they headed for their targets at Alten Beden and Bielefeld.

For the 491st the mission was uneventful until some 45 minutes later when it passed the Dummer Lake area. At 1155 three enemy jets were observed flying parallel to the formation about 2000 yards to the left. They made no move to attack but stayed with the Group long enough (it was reasoned later) to chart its strength, course and speed.

The IP, which the 491st reached at 1226, was the town of Wittingen. Located some 16 miles east and north of the target, it thus marked the deepest point of penetration and, in effect, the Group would bomb on the way out. Just prior to the IP-turn a large number of enemy fighters appeared in the distance, southeast of the bombers. They made no move toward the Liberators but were "just playing around in the clouds" as if daring the Mustangs and Thunderbolts to come over and mix it up. The chance seemed too good to miss and the entire close fighter escort, consisting of 197 P-51s and 48 P-47s, went storming after the Germans, estimated at from 150 to 200 strong. In a matter of minutes they were fully engaged, leaving the B-24s on their own. Area coverage fighters, as noted above, had already been diverted to meet an earlier appearance of the enemy.

The Air Commander, 854th CO, Lt. Col. Parmele, now faced a decision only he could make: "...whether to uncover his three squadrons in the face of imminent enemy attack or to preserve the Group formation and meet the enemy with a united front. Realizing that superior bombing results could only be achieved by uncovering, he unhesitatingly ordered this maneuver." The 491st wheeled into the Big Turn and came out on the bomb run. Almost immediately a chance mishap occurred in the lead aircraft of the low squadron -- the nose gunner brushed against the bomb toggle switch with his shoulder. (At this stage of the war most Lead and Deputy Lead aircraft carried an extra, or pilotage, navigator who normally occupied the nose turret. This put four people in the nose compartment of a B-24 which was considered overcrowded with three.) The entire squadron, as briefed, dropped on their leader and 30 tons went down into open fields 15 miles short of the target. In order to avoid further exposure to flak, which had become heavy since the IP, the low squadron veered away from the formation and angled for the rally point south of Hanover, bypassing the target.

This opened a gap between the lead and high squadrons and the low squadron was now off to the left by itself. With all fighter escort lured away, the stage was set for disaster. It came swiftly.



#42-51735 – premature bomb release set off chain of events that led to disaster.

To be continued.

Ringmasters – Part II

As if by prearranged signal, which it undoubtedly was, the flak suddenly ceased and another, previously unseen hoard of 100 plus German fighters (nearly all FW 190s) struck the high squadron like a scythe. They came in line abreast from six o'clock high, 10 to 15 at a time. The second pass took out the two B-24s of the high right element, Stevens and Budd. Moments later, just as the squadron was approaching the release point, Moore and Stewart were hit badly but managed to make it over the target before going down. Hite, Cloughley and Eklund followed soon after. The two remaining aircraft, Butler and Bennett, tried to join up with the lead squadron but only Bennett (ARK ANGEL 44-40073) made it.

The fighters now swung southwest and turned their attention to the separated low squadron, pressing their attacks home with almost reckless determination. They obviously wanted to finish their slaughter before the decoyed fighter escort could disengage and return. The pattern was the same, wave after wave in line abreast, followed by individual attacks from almost any angle to finish off the cripples. One FW 190 came screaming down from 6 o'clock very high and sliced through a few feet of space between the Lead and Deputy Lead Liberators. The crew of the latter, AIRBORNE ANGEL, estimated the German missed their plane by less than ten feet. Warczak's unnamed B-24 blew up (Warczak did not survive this one, his second B-24 explosion in two months) and a few moments later Wynn's SCARFACE also exploded. Vukovich's B-24 fell off in a vicious spin that trapped everyone inside.

However, the Liberator gunners were scoring too. T/Sgt. Gerald Burbank, top turret with Lanning, tracked an FW 190 as it came in from 4 o'clock. He opened fire at 700 yards. At 500 yards he began getting hits in the cockpit area and the 190 stopped firing, the pilot undoubtedly dead. The e/a continued to bore in, the nose going down just before a collision seemed inevitable. Burbank's own plane had problems. Its bomb bay doors had not been open during the low squadron's premature release and as a result two of the doors were left dangling below the aircraft. The sight of the mangled metal of a cripple brought the fighters like flies.

In the lead bomber 1st Lt. Lester Faggiani blew up a 190 from the nose turret. Faggiani was the pilotage navigator but hadn't taken time to swap places with the regular nose gunner. At the other end of the plane, tail gunner S/Sgt. Donald Newsholme flamed another 190 while S/Sgt. Walter Jarzynka in the right waist took care of a third, sending it down in an uncontrolled spin.

The fighters accounted for three more B-24s before leaving the low squadron for more unfinished business. HARE POWER (Weitz) went down with its bomb bay on fire. First Lt. Robert W. Simons' GREASE BALL caught a fusillade of 20 mm explosive shells that killed two gunners, and set fire to the bomb bay. The plane dropped like a rock with only three of the crew able to get out. HOUSE

OF RUMOR (Meuse) was also burning. As the pilot rang the bailout bell, bombardier 1st Lt. Harry W. Sonntag went through the plane making sure that everyone had the word. "I found Yuzwa (NG), Caruso (LW) and Byrnes (TG) completely ignoring the order to bail out. Yuzwa (S/Sgt. Samuel Yuzwa) absolutely refused to stop firing and put on his parachute." Sonntag was blown out while checking the rear escape hatch and the three gunners went down with the plane.



"Grease Ball," 44-40172 lost over Misburg.

Meanwhile the lead squadron, having reached the target unmolested, bombed with good results. With at least some warning as to what was coming, they had tucked it in as tight as possible and the gunners were ready when the first wave of fighters hit. Again they came in from 6 o'clock. S/Sgt. Michael F. McNamara, right waist gunner in Martin's aircraft, flamed an FW 190 on the second pass and S/Sgt. William E. Marsden, left waist in the same plane, exploded another soon afterward.

First Lt. Thomas J. Talbot, a bombardier manning the nose turret in Murff's plane, BIG'UN, also got a destroyed on one of the early passes as a 190 came in high, over flew his target and began his breakaway too late. Talbot picked him off going away and the pilot bailed out. The gunners in PADDY'S WAGON, flown by Lt. Campbell, were busy and accurate, with top turret, right waist and left waist each claiming a kill. Top turret and right waist in Greer's #462 shared a 190 and waist gunners in both #482 and #164 got probables.

Understandably, the radio had been filled with suggestions that the fighters return and do their fighting where it would do the most good. However, the first to respond to the urgent call were eight P-51s of the Second Air Division's Weather Scouts. Led by Bob Whitlow, who was to become the first Athletic Director of the Air Force Academy, the eight Mustangs waded into the 100 plus enemy fighters, broke up the coordinated attack and kept the 190s busy until reinforcements arrived. When they did, it was a fairly good turkey shoot, resulting in claims of 47-1-20.

With the pressure off, the remaining 12 B-24s of the 491st reassembled into a single formation and headed for home.

To be continued.

The year is 1907.....But The Speaker's Message Applies To Today!



Theodore Roosevelt's ideas on Immigrants and being an AMERICAN in 1907.

"In the first place, we should insist that if the immigrant who comes here in good faith becomes an American and assimilates himself to us, he shall be treated on an exact equality with everyone else, for it is an outrage to discriminate against any such man because of creed, or birthplace, or origin. But this is predicated upon the person's becoming in every facet an American, and nothing but an American...There can be no divided allegiance here. Any man who says he is an American, but something else also, isn't an American at all. We have room for but one flag, the American flag... We have room for but one language here, and that is the English language... and we have room for but one sole loyalty and that is a loyalty to the American people."



Hanging in there – by a wing and a prayer!

Friends of the Museum

Join the Friends of the Museum and enjoy free access to our Museum and discounts at our Gift Shop. Go to:

<http://www.orgsites.com/ca/caf-socal/pgg4.php3>

On The Mend

by Scott Drosos

I got some surprising news at my doctor's office today. After another set of x-rays to see how the healing was going, he decided that things were progressing well enough to schedule my next surgery right now. I hadn't expected it until sometime in August, but it is now set for June 20th, a week from Friday.

He also surprised with the news that his intent is now to remove all the hardware in my arm, including the plate holding my ulna bone together. Originally he had talked of leaving that one in. It will sure be nice to have it out though, as it has been bothering me a lot lately.

Also on the agenda is the removal of the longer plate spanning my wrist on the radius side. That will free up my wrist, allowing it to bend again for the first time. The unknown there is how much movement I'll have, and how much pain bending my wrist will cause. If the pain is too great it may be necessary to go back in and fuse my wrist at some point in the future. Of course, I've got my fingers crossed that that won't be necessary!

Also during this surgery the doctor may perform what's known as a Sauve-Kapandji Procedure (Google that one for some fun!). It's a little hard to explain, but it basically involves screwing the head of the ulna to the radius, and then taking a section of bone out behind it to form a kind of makeshift joint further back. The aim is to restore as much forearm rotation as possible, but since the bone will no longer be supported at the wrist, it could also have some potentially serious side-effects. I'm more inclined to try to make it work without that, but it would mean more surgery later on if I couldn't. On the one hand (pun intended), I trust the doctor's judgement, but then again it's my arm, and I'm the one that has to live with the results. So as you can imagine, I'm giving that one some serious thought.

Anyway, wish me luck! I appreciate in advance all of your well wishes, but it's really not necessary, and I won't be able to respond to all of them anyway. Just know that even if I don't hear from you I feel very blessed to have so many wonderful friends pulling for me! I'll let you know how it goes.

Until then.

Note: Scott is a member of our PBJ Restoration Team. He is a captain on 747-400s for Atlas Air Cargo Line, flying all over the world. He is recuperating from a fall, during which his left wrist was severely fractured. This note was written recently. In the past few weeks, he has commuted to our Restoration Hangar from Lomita to help in the riveting process on China Doll's fuselage roof panels. He is an example of the dedication that our volunteers show every week in their continual giving of their talents to our wing. We are grateful for your dedication, Scott, and we wish you well in your journey toward total recovery!

Wing Photo Page I



© Photo by Atsushi Fujimori

The well-known aviation photographer, Atsushi “Fred” Fujimori visited our hangars recently, along with his photographic crew. They took air-to-air photos of our Bearcat and Zero from the B-25 *Executive Sweet*.



© Photo by Atsushi Fujimori

A view of the Malibu surf below our F8F and A6M3.



© Photo by Atsushi Fujimori

Fred’s photos will end up in a classy Japanese aviation magazine. They are extremely interested in the Zero!



© Photo courtesy Dan Newcomb

Scott Drosos and Dan Newcomb in the cockpit of the Collings B-24 on its recent visit to Camarillo Airport.



© Photo by Dave Flood

Carol Bachman exiting the Collings B-17 – just floating on air – after her flight on the famed bomber. She was elated to have flown in the plane her dad flew in WWII.



© Photo Courtesy Joan and Dean Browne

Col. Jason Somes in the CAF’s Bearcat, after landing at Stead Airport, Reno, NV to participate in the High Sierra Squadron’s special event organized by ex-SoCAWing members Dean and Joan Browne.

The Grumman F7F Tigercat

History: In early 1941, Grumman began design-work on a new twin-engine fighter for the War Department, for use on a planned larger *Midway*-class aircraft carrier. On June 30, 1941, Grumman was awarded a contract to build two prototypes, the first of which flew in December 1943. The **XF7F-1** Tigercat was unusual for a fighter, with its shoulder-mounted wings, twin underwing-mounted engines, all-metal construction and tricycle landing gear.

Before the prototype even flew for the first time, Grumman was contracted to build 500 of them for the US Marine Corps, to be used as close-support aircraft for the massive landing operations then underway in the Pacific. Delivery began in April 1944. The first 34 **F7F-1s** were similar to the prototypes, then 30 two-seat night-fighter variants (called **F7F-2Ns**) were produced. Next, 189 single-seat models called **F7F-3s** were built which featured slightly more powerful R-2800 engines, slightly larger vertical stabilizers, and a 7% increase in fuel capacity.

Much of the original order for Tigercats was cancelled after VJ-Day, and they never saw operational service in WWII. Less than 100 Tigercats were built after the war as night-fighters (**F7F-3N** and **F7F-4N**), electronic reconnaissance (**F7F-3E**) and photo-reconnaissance (**F7F-3P**) platforms, but higher-performance jet-powered airplanes soon replaced the Tigercat in the US Marine Corps. During the 1960s and 1970s, a few were gradually sold as surplus and converted to fire bombers or aerial photography ships.

Specifications (F7F-3):

Engines: Two 2,100hp Pratt & Whitney R-2800-34W
Double Wasp 18-cylinder radial piston engines

Weight: Empty 16,270 lbs., Max Takeoff 25,720 lbs.

Wing Span: 51ft. 6in. / Length: 45ft. 4.5in.
Height: 16ft. 7in.

Performance:

Maximum Speed at 22,200 ft: 435 mph
Cruising Speed at 5,000 ft: 222 mph
Initial Climb Rate: 4,500 feet per minute
Ceiling: 40,700 ft.
Range: 1,200 miles

Armament:

Four 20mm (0.79-inch) cannon in wing roots
Four 12.7mm (0.5-inch) machine guns in nose
One torpedo under fuselage
2,000 lbs. of bombs (1,000 lbs. under each wing)

Number Built: 364

Number Still Airworthy: 6

Note: thanks to warbirdalley.com for this information.



The beautiful Grumman F7F Tigercat showing off.



© 2008 Eric Van Gilder

© Photo by Eric Van Gilder www.vg-photo.com

Col. Clay Lacy arriving at CMA for the QB Airshow in his F7F. Clay flies this beauty out of Van Nuys Airport.



© 2008 Eric Van Gilder

© Photo by Eric Van Gilder

Coming right at ya! Note the slim fuselage and the large R-2800-34W radial engines, capable of giving the Tigercat a maximum speed of 435 mph at 22,200 feet.

BU NO 80425 was built in 1945, and accepted by the Navy on 10 May 1945. It is in the colors of the Marine Photographic Squadron VMP-254. It was purchased by Joe Clark from *The Fighter Collection*, which flew it out of Duxford Airfield, England.

An Ode To The Venerable *Dakota*

Excerpts from an article in *MAIL Online* by Michael Williams

“It groaned, it protested, it rattled, it ran hot, it ran cold, it ran rough, it staggered along on hot days and scared you half to death. Its wings flexed and twisted in a horrifying manner, it sank back to earth with a great sigh of relief. But it flew and it flew and it flew.”

This memorable description by Capt. Len Morgan, a former Braniff pilot, is of the unique challenge of flying a Douglas DC-3 (C-47, R4D) *Dakota*.

The DC-3 served in WWII, Korea and Vietnam, and was a favorite among pilots. For more than 70 years, the aircraft known through a variety of nicknames – “The Doug,” “The Dizzy,” “Old Methuselah,” “The Gooney Bird,” “The Grand Old Lady” – but which to most of us is simply “The *Dakota*” has been the workhorse of the skies.

With its distinctive nose-up profile when on the ground, and extraordinary capabilities in the air, it transformed passenger travel and served in just about every military conflict from WWII onwards.



The CAF’s R4D – based at the DFW, Texas Wing.

Now the Douglas DC-3 – the most successful plane ever made, which first took to the skies just over 30 years after the Wright Brothers’ historic flight – is to carry passengers in Britain for the last time.

“Romeo Alpha” and “Papa Yankee,” the last two passenger-carrying Dakotas in the UK, are being forced into retirement because of health and safety rules. Their owner, Coventry-based Air Atlantique, has reluctantly decided it would be too expensive to fit the required emergency escape slides and weather radar systems required by new European rules for their 65-year-old planes, which served with the RAF during WWII.

The end of the passenger-carrying British Dakotas is a sad chapter in the story of the most remarkable aircraft ever built, surpassing all others in length of service, dependability and achievement. It has been a luxury airliner, transport plane, bomber, fighter and flying hospital – and has introduced millions of people to the concept of air travel.



It has flown more miles, broken more records, carried more passengers and cargo, accumulated more flying time and performed more ‘impossible feats’ than any other plane in history, even in these days of super-jumbos that can circle the world non-stop.

More than 10,500 DC-3s have been built since the prototype was rolled out to astonished onlookers at Douglas’s Santa Monica, CA factory in 1935. With its eagle beak, large square windows and sleek metal fuselage, it was luxurious beyond belief, in contrast to the wood-and-canvas bone shakers of the day. Even in the 1930s, the early Dakotas had many of the comforts we take for granted today – like on-board toilets and a galley that could prepare hot food.

It is for heroic feats in military service that the legendary plane is most distinguished. It played a major role in the invasion of Sicily, the D-Day landings, the Berlin Airlift, and the Korean and Vietnam wars. When General Eisenhower was asked what he believed were the foundation stones for America’s success in WWII, he named the bulldozer, the jeep, the half-ton truck and the *Dakota*.



The CAF’s C-53D Skytrooper, a version of the *Dakota*, flown by the Inland Empire Wing, Riverside, CA.

Ernest Gann wrote, “It was without question the most successful aircraft ever built.”

Warbird Ride Program

by Dave Flood

Recently our Warbird Ride Program, in which we sell airplane rides of a 20-minute duration to the public for \$300, played host to a Navy veteran pilot who had flown F6F Hellcats. His name is John Seagoe, and he is in his mid-80s. Esper Petersen, one of our Wing's benefactors, sponsored John for the flight. John's son had gone to school with Esper many years ago in the Chicago area.



© Photo by Dave Flood

Here's John with a big smile after his flight!

The Warbird Ride Program has been most successful. Over 60 people have signed up for the program. Plans are in place for adding the Fairchild PT-19A to the program @ \$225 for a 20-minute ride.

We have six of our pilots who are qualified. Steve Barber was John's pilot, and, of course, let John take the controls for a while during the flight. John had not been in an SNJ for over 50 years, but he said it was just like riding a bicycle...you never forget. After they landed, Steve asked John if he'd like to take the Hellcat up on his next visit. John replied emphatically, "Hell, no, I want the Bearcat!"



© Photo by Dave Flood

Here's John with Steve after the flight. In order to order your own or a friend's flight, call 805-482-0064.

The Docent / Visitor Connection

by Dave Flood

It's been no secret that our Wing needs Docents in the Aviation Museum. We would like very much to open every day instead of being open just five days a week. Word is getting around about our Museum and our planes and our commitment to passing on the history of military aviation to new generations. In order to fulfill our mission, we need more Docents – men and women who can pass on our enthusiasm about military aviation to those who visit us.



© Photo by Dave Flood

Here's Nadean and her children, Natalie and Michael, who visited our Museum on Thursday, June 19. They really enjoyed their tour of our facilities, and Michael was very knowledgeable about our airplanes. These are the kind of people you can meet and enjoy showing around our Museum and Restoration Hangar.



© Photo by Dave Flood

Here are brothers from a family that toured our hangars on June 19. As Docents, we have the opportunity to impart our knowledge of military aviation history to these young people. Please call 482-0064 and let us know you can serve. We'll all be winners!

Wing Photo Page II



© Photo by Dave Flood

Col. Jim Hinkelman creating a portable “cradle” for our Fokker Triplane model. It will be transported to fairs & similar events for photo-taking opportunities for youngsters. Col. Norm Swagler had done much preliminary paint and repair work on the plane.



© Photo by Yoshi Abe

Col. Yoshi Abe, the Zero's Crew Chief, frames his plane over Malibu from the B-25 *Executive Sweet*.



© Photo by Eric Van Gilder

A gathering of T-34 Mentors at Palm Springs, CA. In the foreground is Marc Russell flying his T-34.



Photo courtesy of Jo and Jack Brinckerhoff

A round engine cycle – comes with a parachute!

Ventura County Clock Society

Our museum hangar is available for special events and is an important source of revenue for the wing. Our hangar has been the setting for many Ventura County events, and recently an event by the Ventura County Clock Society.

Dick Burrer, our Special Events Manager, arranged and facilitated the successful event in our Museum Hangar. The Ventura County Antique Clock Society staged a “Clock Mart” – where many clock collectors and fanciers gathered to swap ideas and purchase clocks.

Dick has put together a number of these events which bring in needed financial benefits to our Wing. He is now asking members of the Wing to come forward and help him in his quest to schedule future money-making events. Dick needs a minimum of six volunteer helpers to help him set up and then take care of wrapping up after the event. Included would be two plane movers who are willing to move the planes out of the Museum Hangar before the event, and then back into the hangar after the event is over, sometimes at a late hour. Please call Dick at (805) – 444-8285. Thanks!



© Photo by Bill Robinson

A large group of clock aficionados convening in our Museum Hangar on a recent Sunday.

Wing Photo Page III



© Photo by Eric Van Gilder www.vg-photo.com
Three Grumman "Cats" line up recently on our ramp, poised to take the air and form up for the Quiet Birdmen air show at Jack Broome's ranch.



© Photo by Eric Van Gilder
The Hellcat, Bearcat and Tigercat at the run-up ramp, ready for takeoff. Unfortunately, the F7F developed mechanical problems and had to be scratched.



© Photo by Eric Van Gilder
A beautifully restored Stearman coming in for a landing at Camarillo Airport. The QB Airshow, an annual event, brings all kinds of warbirds to CMA.



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© Photo by Eric Van Gilder
A rare formation of B-25 Mitchell and B-17 Flying Fortress bombers occurred at the Chino Air Show.



One of the few remaining Tuskegee Airmen, Leon "Woodie" Spears, passed away recently. Woodie flew 51 combat missions in both P-51s and his favorite fighter, the P-47 Thunderbolt.



© Photo by Dave Flood
The Collings Foundation's B-17 arriving back at the ramp in front of *The Waypoint Restaurant* during its recent visit. A B-25, B-24 and P-51 also flew in to CMA.