

Flight Line

The Official Publication of the CAF

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



© Photo by Eric Van Gilder www.vg-photo.com
PT-19 over the Broome Ranch – QB Day

Vol. XXX No. 7

July, 2010

Visit us on line at www.cafsocal.com and www.orgsites.com/ca/caf-socal



© Photo by Dave Flood

**Our newest addition to our warbird stable at CAF-SoCAWing. Chris Rushing, Vern Olson, Steve Barber and Dustin Gelbard are giving the P-51D Mustang “Man O’ War” a thorough check up in our Restoration Hangar.
See Page 6 for more information on this famous warbird.**

**Wing Staff Meeting, Saturday, July 10, 2010 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.

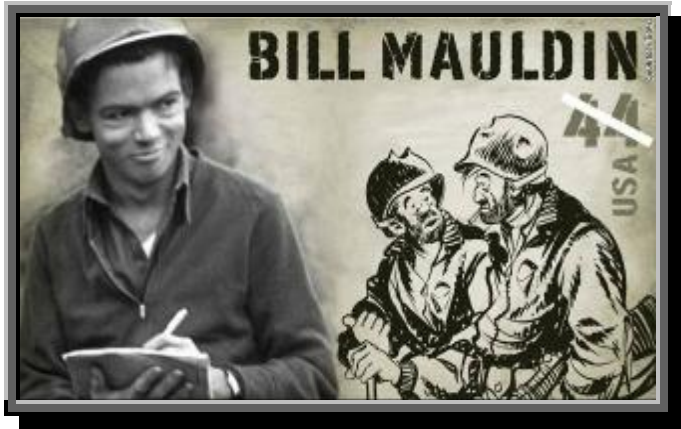
July 2010

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

STAFF AND APPOINTED POSITIONS				IN THIS ISSUE	
Wing Leader	* Shirley Murphy	(805) 482-6406	sdmurphy07@verizon.net	Wing Calendar	2
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Finance Officer	* Casey de Bree	(805) 389-9185	scdebree@aol.com	The Day Japan Bombed Oregon	4
Operations Officer	* Jason Somes	(818) 292-4646	nbnh@aol.com	Members of the Month	5
Maintenance Officer	* Mike Perrenoud	(805) 857-5580	micprnd@aol.com	Wing Photo Page I	6
Safety Officer	* Norm Swagler	(805) 482-6994	pswagler@hotmail.com	Wing Photo Page II	7
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Gift Shop Manager	Jim Tierney	(805) 522-7067	jirneriet@aol.com	Veteran's History Day	9
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HANGAR PHONE (805) 482-0064 HANGAR FAX (805) 482-0348 WEBSITE www.cafsocal.com				Submittal Deadline - 15th of the month Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501	
* Denotes Staff Position					

Willie, Joe, and Bill Mauldin on a New Stamp Commemorating All GIs in WWII

By Bob Greene, CNN Online



Bill Mauldin now has his own postage stamp.

Mauldin died at age 81 in the early days of 2003. The end of his life had been rugged. He had been scalded in a bathtub, which led to terrible injuries and infections; [Alzheimer's disease](#) was inflicting its cruelties. Unable to care for himself after the scalding, he became a resident of a California nursing home, his health and spirits in rapid decline.

He was not forgotten, though. Mauldin, and his work, meant so much to the millions of Americans who fought in World War II, and to those who had waited for them to come home. He was a kid cartoonist for Stars and Stripes, the military newspaper; Mauldin's drawings of his muddy, exhausted, whisker-stubbed infantrymen Willie and Joe were the voice of truth about what it was like on the front lines.



Mauldin was an enlisted man just like the soldiers he drew for; his gripes were their gripes, his laughs were their laughs, his heartaches were their heartaches. He was one of them. They loved him.

He never held back. Sometimes, when his cartoons cut too close for comfort, his superior officers tried to tone him down. In one memorable incident, he enraged [Gen. George S. Patton](#), and Patton informed Mauldin he wanted the pointed cartoons -- celebrating the fighting men, lampooning the high-ranking officers -- to stop. Now.

Mauldin's drawings of his exhausted, whisker-stubbed infantrymen Willie and Joe were the voice of truth...

The news passed from soldier to soldier. How was Sgt. Bill Mauldin going to stand up to Gen. Patton? It seemed impossible. Not quite. Mauldin, it turned out, had an ardent fan: Five-star Gen. [Dwight D. Eisenhower](#), supreme commander of the Allied forces in Europe. Ike put out the word: Mauldin draws what Mauldin wants. Mauldin won. Patton lost.

He won the Pulitzer Prize. He was featured on the cover of Time magazine. His book "Up Front" was the No. 1 best-seller in the United States. All of that at 23. Yet when he returned to civilian life and he grew older, he never lost that boyish Mauldin grin, he never outgrew his excitement about doing his job, he never big-shotted or high-hatted the people with whom he worked every day.



He had won a second Pulitzer Prize, and he should have won a third, for what may be the single greatest editorial cartoon in the history of the craft: his deadline rendering, on the day President John F. Kennedy was assassinated, of the statue at the Lincoln Memorial slumped in grief, its head cradled in its hands. But he never acted as if he was better than the people he met. He was still Mauldin the enlisted man.

What Mauldin would have loved most, I believe, is the sight of the two guys who are keeping him company on that stamp.

Take a look at it.

There's Willie. There's Joe.

And there, to the side, drawing them and smiling that shy, quietly observant smile, is Mauldin himself. With his buddies, right where he belongs. Forever.

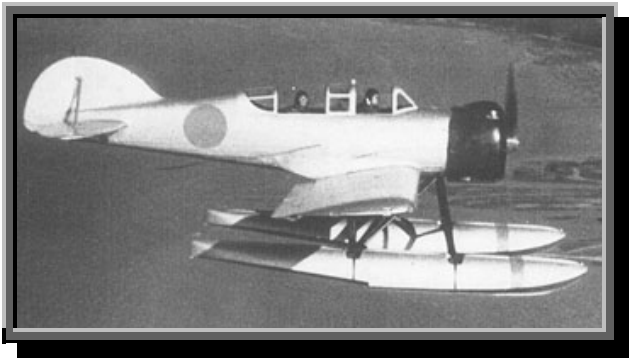
Bill Mauldin is buried in Arlington National Cemetery, along with Willie and Joe.

[The Day Japan Bombed Oregon](#)

By: Norm Goyer, *Aircraft Market Place Blog*

September 9, 1942, the I-25 class Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States Coastline. Japan had attacked Pearl Harbor less than a year ago and the Captain of the attack submarine knew that Americans were watching their coast line for ships and aircraft that might attack our country. Dawn was approaching; the first rays of the sun were flickering off the periscopes lens.

Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire. If this test run were successful, Japan had hopes of using their huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific. The Japanese Navy had a large number of I-400 submarines under construction. Each capable of carrying three aircraft. Pilot Chief Warrant Officer Nobuo Fujita and his crewman Petty Officer Shoji Okuda were making last minute checks of their charts making sure they matched those of the submarine's navigator.



The only plane ever to drop a bomb on the United States during WWII was this submarine based Glen.

September 9, 1942: Nebraska forestry student Keith V. Johnson was on duty atop a forest fire lookout tower between Gold's Beach and Brookings Oregon. Keith had memorized the silhouettes of Japanese long distance bombers and those of our own aircraft. He felt confident that he could spot and identify, friend or foe, almost immediately. It was cold on the coast this September morning, and quiet. The residents of the area were still in bed or preparing to head for work. Lumber was a large part of the industry in Brookings, just a few miles north of the California Oregon state lines.

Aboard the submarine the Captain's voice boomed over the PA system, "Prepare to surface, aircrew report to your stations, wait for the open hatch signal" During training runs several subs were lost when hangar door were opened too soon and sea water rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signaled the "All Clear." The crew assigned to the single engine Yokosuki E14Ys float equipped observation and

light attack aircraft sprang into action. They rolled the plane out its hangar built next to the conning tower. The wings and tail were unfolded, and several 176 pound incendiary bombs were attached to the hard points under the wings. This was a small two passenger float plane with a nine cylinder 340 hp radial engine. It was full daylight when the Captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm. A perfect day to attack the United States of America. When the gauges were in the green the pilot signaled and the catapult launched the aircraft. After a short climb to altitude the pilot turned on a heading for the Oregon coast.



The "Glen" was launched via catapult from a I-25 class Japanese submarine.

Johnson was sweeping the horizon but could see nothing, he went back to his duties as a forestry agent which was searching for any signs of a forest fire. The morning moved on. Every few minutes he would scan low, medium and high but nothing caught his eye.

The small Japanese float plane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and right on schedule he could see the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast.

The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel and all flights were in and out without any loitering. The plane reached the shore line and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.

Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown

across the Pacific, Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland.

The pilot activated the release locks so that when he could pickled the bombs they would release. His instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine.

Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what he was watching unfold.

The bombs tumbled from the small seaplane and impacted the forests, the pilot circled once and spotted fire around the impact point. He executed an 180 degree turn and headed back to the submarine. There was no air activity, the skies were clear. The small float plane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub. A long boom swung out from the stern. His crewman caught the cable and hooked it into the pickup attached to the roll over cage between the cockpits. The plane was swung onto the deck, The plane's crew folded the wings and tail, pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan.

This event ,which caused no damage, marked the only time during World War II that an enemy plane had dropped bombs on the United States mainland. What the Japanese didn't count on was coastal fog, mist and heavy doses of rain made the forests so wet they simply would not catch fire.



This Memorial Plaque is located in Brookings, Oregon at the site of the 1942 bombing

Fifty years later the Japanese pilot, who survived the war, would return to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted. The elderly pilot then donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942.

Thanks to Avery Willis & John Woolley for this article.

Members of the Month

Wing Leader Shirley Murphy has initiated a new "Member of the Month" award program, whereby members will be recognized for their accomplishments on behalf of the Wing. The first recipients are:

January, 2010:

Robert Seeger for his dedication and being a consistently hard worker as a member of the Spitfire Team.

Dave Flood – for being the Editor of the accomplished Wing newsletter *Flight Line*; his work on obtaining grants; and his work on the Advertising & Marketing Committee.

February, 2010:

Jim Hinckley – for the beautiful photo galleries honoring volunteers maintaining and restoring the Wing's fleet of aircraft.

Bill O'Neill – for his continuing work and efforts on the Financial Resource Committee and making certain the Warbird Ride Program succeeds.

March, 2010

Lloyd McAfee – for his custom work on making the special harness and gear stabilizer frame for the Zero for her trip to NZ.

Ceci Stratford – for her dedicated work on the Friends Program, and her contributions on the Advertising and Marketing Committee.

April, 2010

Mike Perrenoud – for his taking over the reins of Maintenance Officer duties and his dedication to keeping the Wing's airplanes flying.

John Woolley – for his work on the Educational Outreach Committee; the development of a power-point display program; and his willingness to develop a combined approach to the management of our Museum.

May, 2010

Vern Olson – for helping with facility rentals; "Wings Over Camarillo" air show committee; general aircraft maintenance and movement; and lots of other work on behalf of our Wing.

Jim Tierney – for being a dedicated Docent; taking over as Gift Shop Manager; and for handling accessions and contributions. Jim is always available to help with heavy stuff and filling in as needed.

Wing's Photo Page I



© Photo by Eric Van Gilder www.vg-photo.com
North American P-51 Mustang "Man O' War"

Type: P-51D-25NA
Serial No.: 44-72739
Registry: N44727
Owner: Elmer Ward Estate
Status: Flying

History:

1970-74: (Ascher Ward) rep. Recovered from Universal Studios. Aircraft was completely restored at Aerosport, Chino, CA.
1974: N44727 (Elmer Ward) – "Poontang" for awhile.
1975: New paint as "Man O' War."
2007: Still flying and looking very nice! They really take nice care of this bird.
2007: Passing of long-time owner Elmer Ward. He added a great deal to P-51 restoration with his parts/restoration business. He will be missed.
2010: Leased to CAF – assigned to CAF-SoCAWing at Camarillo Airport, Camarillo, CA.

We are delighted to have "Man O' War" in our stable of warbirds. She is now being inspected and, hopefully, will be a working member of our Warbird Rides Program soon. We hope to make many wishes come true with rides in the rear seat of this famous WWII warbird.



© Photo by Curtis Fowles



© Photo by Dave Flood

O.k. – how many Spitfire Team members does it take to turn the screwdriver? All seriousness aside – the team has progressed in quantum leaps, and is ready to begin test-running the Rolls Royce Griffon engine! Note that the 5-bladed prop is now on, and the bird is looking very good!



© Photo courtesy John Woolley

John Woolley and Shirley Murphy holding the painting of a Doolittle Raid B-25 lashed down on the deck of the USS Hornet before takeoff of the fateful flight of April, 1942 to bomb Japanese cities. The artist, Randy Mytar, donated the painting to John, and he has given it to the Wing. It hangs over the Docent desk.



© Photo by Dan Newcomb

Aerial photo from Marc's T-34 on Memorial Day.

Wing Photo Page II: Quiet Birdmen Air Show – Jack Broome Ranch – June 14

© All photos by Eric Van Gilder www.vg-photo.com



Bruce Dickenson's replica Howard DGA "Mr. Mulligan," flying alongside a Snead Special "Turbine Legend."



The 805 Squadron of North American Navions



Ron Hackworth giving everyone a treat by flying the Planes of Fame's Northrop N9MB "Flying Wing"

This may have been the last QB Air Show at the Broome Ranch. Jack Broome, who passed away last year, had been an avid supporter of warbirds for many years, and helped stage an annual BBQ and special air show at his Rancho Guadalasca. near Pt. Mugu.



Gary Barber flying our Grumman F8F-2 Bearcat over the Broome Ranch. Our Aviation Museum has traditionally been the gathering spot for all the warbirds participating in the QB Air Show.



Gregg Weitzman flying his T-28 Trojan. It's in the colors of the Edwards AFB Test Pilot School of the 1950s.



Here's the Broome Ranch. If you look real close, you can see the people around the pool and near the house – all watching the planes flying overhead. The ranch was originally part of a Spanish Land Grant, and was purchased by Jack's grandfather in 1871. The Pt. Mugu NAS site was part of the ranch, and was given by the Broome family to the Navy.

Buried by a Welsh Beach for 60 years, the World War II Fighter that has Emerged from the Seas

[Daily Mail Reporter](#)



It has been hidden under the sands and waves since it crashed off the coast of Wales in 1942. But now this wreckage of a rare World War fighter plane may soon be back on dry land.

Described as 'one of the most important WWII finds in recent history', the location of the Lockheed P38 Lightning has been kept a secret to keep the amazing find safe.

Known as the "Maid of Harlech," the United States Army Air Force (USAAF) fighter crashed on the Gwynedd coast when it was taking part in training exercises and its engines cut out.

The World War II Lockheed P38 Lightning buried under sand and waves on a Welsh beach, its location is being kept secret

Amazingly pilot Lt Robert Elliott walked away from the incident without a scratch but tragically went missing in action just three months later serving in the American's Tunisia campaign in North Africa.

The previously undetected Lightning suddenly appeared on a Wales beach in 2007. Shifting water displaced sand which had hidden it for 60 years and revealed a gem find for aviation buffs.

But now a charity has announced plans to next year retrieve the wreckage. The International Group for Historic Aircraft Recovery are looking for support and a British museum who will accept the fascinating American machine as a gift to display at their venue for history lovers.

TIGHAR is the only non-profit organization of its kind in the world and works tirelessly retrieving plane wrecks of

historical importance and donates them to museums for the public to enjoy.



Second Lieutenant Robert F Elliott, USAAF the pilot of the crashed World War II fighter

Led by Ric Gillespie, the team is preparing to journey next month to Gardner Island in the Pacific to find clues of missing American aviation legend Amelia Earhart.

Following that project, TIGAHR will turn its attention to 'The Maid' and is trying to secure funding to pull the buried plane from the Welsh sands.

The group has been in discussions with the Imperial War Museum who was on site in 2007 as it performed an analysis of the Maid. The aim was to determine if it could be safely retrieved and how the museum could stop the aged machine disintegrating if it were successfully retrieved..

Ric said: 'The world's beaches, bays and oceans are rich repositories of rare aircraft but they remain largely untapped because of the corrosive effects of immersion in sea water. Museums have raised historic aircraft from salt water in good condition and at great expense only to see them crumble to white powder in a matter of months.

Techniques for conserving and stabilizing metals recovered from nautical environments have been developed and tested but have never been applied to a complete aircraft.

One of the proven processes involves partially dismantling the aircraft and submerging the pieces in tanks of a special solution through which a mild electric current is passed. Detox can take a year or more but the end result is a relatively stable historic artifact that would otherwise have been lost.

We are working closely with the Centre for Maritime Archaeology and Conservation at Texas A&M University to

develop a recovery and conservation plan that will enable the "Maid of Harlech" to be truly conserved.'

'We're also building a coalition of US and UK archaeological and aviation historical groups that will make it possible to fund and carry out the recovery and begin the conservation process before the whims of nature once more expose the aircraft to the destructive force of the sea and what the 17th century British antiquarian John Aubrey called, "the hands of mistaken zeal."

We invite and encourage anyone who shares our goals to join us.'

And TIGHAR feels the fascinating find could go down in the history books. With the help from other individuals and organizations, they have worked hard to protect her.



The Lockheed P-38 Lightning as it would have looked, with a Spitfire flying alongside

'It is one of the most significant WWII-related archaeological discoveries in recent history,' added Ric.

'We call her the Maid of Harlech after the magnificent 13th century Welsh castle, but until she can be rescued from the sands of time, her actual location must remain confidential.

'Although the aircraft is covered by the Protection of Military Remains Act and disturbing the site in any way carries heavy penalties, the looting of historic wreck sites by unscrupulous souvenir hunters is, nonetheless, a major problem worldwide.

'Nature has done a good job hiding the wreck.'

Read more: <http://www.dailymail.co.uk/news/article-1274292/Buried-Welsh-beach-60-years-World-War-II-fighter-emerged-seas.html?ito=feeds-newsxml##ixzz0nZ9vmlj>

Editor's Note: Thanks to Al Watts for sharing this article with us.

Veteran's History Day: July 3

The *California Living History Company (CLHC)* will be at our Museum Hangar on Saturday, July 3, to film veteran's military memoirs for free.

The filmed memoirs will be sent to the Library of Congress in Washington, DC for inclusion in the *Veteran's History Project*.

"This is a free service to all veterans," says Mike Poutre, founder of CLHC. "We are looking to help preserve the Living History of America."

"Silence has long been a hallmark of the Greatest Generation," Poutre says, "They served their country and made their livings without complaint to anyone. Only recently have these heroes started to open up and tell their stories to their families. Unfortunately, time is no longer on their side."

"Based on the numerous interviews we conducted over the past several years, we have realized that there are countless stories yet to be told, each of them profound in its importance to American culture. Sadly, we are losing more veterans on a daily basis. The race is on to save their history."

Poutre continues, "We owe it to them, and to future generations, to accurately preserve their stories."

The Commemorative Air Force – Southern California Wing, has graciously donated their WWII Aviation Museum at the Camarillo Airport for the venue. Among one of the highlights at the Museum is one of three remaining flyable Japanese Zeros in the world.

"We could not have a better venue for this event," says Poutre. "The CAF has given us a venue that allows entire families to walk through history, as their family members record their stories on film. This is going to be an event to remember. Some people are still unaware of what a local treasure this Aviation Museum really is."

The Veterans History Project (VHP), sponsored by the Library of Congress, stores and archives the stories of America's veterans.

The United States Congress created the Veteran's History Project in 2000. The authorizing legislation (Public Law 106-380), sponsored by Reps. Ron Kind, Arno Houghton, and Steny Hoyer, and Sens. Max Cleveland and Chuck Hagel, received unanimous support and was signed into law by President Bill Clinton on October 27, 2000.

All veterans and their families are invited to visit the CAF-SoCAWing's Aviation Museum, 455 Aviation Drive, Camarillo Airport, Camarillo, CA on Saturday, July 3, 2010 between the hours of 10:00 a.m. and 4:00 p.m.

30th Anniversary

August 21 & 22, 2010

Wings Over Camarillo

Airshow

Fun for the Entire Family!

Flying Displays of Experimental, Military, and Vintage Aircraft
Food & Entertainment
\$10 Entrance • Under 12 free
No Pets




Check our web site for discounts and specials
www.wingsovercamarillo.org

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© Photo by Eric Van Gilder
John Colver in his AT-6 during the QB Air Show



© Photo by Eric Van Gilder
QB Air Show pilots receiving briefing in our Museum Hangar prior to flying over the Broome Ranch – 6/14.



© Photo by Dan Newcomb
Marc Russell (with Dan) flying a tribute “Missing Man” formation over San Diego on Memorial Day.

Wing’s Air Show Schedule – 2010

July 10	El Toro Air Show	F6F, Zero
Aug 21,22	Wings Over Camarillo, CMA	All Aircraft
Oct 7	Tucumcari, NM	F6F, F8F
Oct 9, 10	Airsho 2010, Midland, TX	F6F, F8F

This schedule is tentative, so if you plan on attending any air show, please call us at (805) 482-0064 for updates.

Wings Over Camarillo Air Show – CAF Hangar Dinner Dance – Aug. 21, 2010

We need volunteers to help set up before the party, to work during the party, and to clean up and put away after the party.

Please call Pat Brown at 805-479-2221 to sign up. Thanks!

Wing Photo Page III: New Firewall

© Photos by Dave Flood

As part of our Wing's adherence to county fire codes, it was required that we install a "Firewall" between the Maintenance Hangar and the Museum Hangar – in order to protect the visitors to the Museum in the event of a fire developing in the Maintenance Hangar.

Dick Troy, our Executive Officer, took on the responsibility of getting the job done, and contractor Walt Calhoun and his crew have been busy for the past few months erecting the metal framing, installing the insulation, and placing the dry-wall paneling on both sides of the framing.



The metal framing partially up – all the way to the hangar ceiling.

The wall is situated from the front to the back of the Maintenance Hangar – along the vertical girders. There is approximately twenty feet between the new wall and the outside hangar wall. Plans are to have a dropped ceiling over part of that space between the walls and to hang lighting for office use of the space.

Thanks to all who had a part in the planning, financing and construction of this important project!



Workmen installing framing for one of the doors in the new firewall. The men's and women's rooms were left intact, with the framing forming a separate wall on the west side of them.



This shot, taken between the outside wall and the new wall, shows the existing girder and the dry-wall being installed.



Insulation being installed before the dry-wall goes on the maintenance hangar side of the wall.



Here's the completed wall with the first coat of paint. Plans are in the works to have an aviation mural painted on the wall – with all our aircraft represented.

PETE JACOBS

Wartime Radio REVUE

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TO **10:00 PM**

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WARTIME RADIO REVUE WILL BE PERFORMING IN THE
BEAUTIFULLY RESTORED COMMEMORATIVE AIR FORCE HANGAR
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