

Flight Line

The Official Publication of the CAF

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

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**“O’er the Land of the free
And the home of the brave!”**

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



© Photo by Carol Main Bachman

Col. Orville William “Bill” Main in the cockpit of the C-131 several years ago. Bill will be inducted into the CAF’s American Combat Airman Hall of Fame in Midland on October 7, 2011. See pages 3, 4, and 5 for information on Bill’s award and his background.

**Wing Staff Meeting, Saturday, July 16, 2011 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 2011

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

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Operations Officer	* Jason Some (818) 292-4646 nbnh@aol.com	94 th Bomber Group 4
Maintenance Officer	* Ken Gottschall (818) 439-5885 kgts@netzero.com	Waiting for Planes that Never Return 4
Safety Officer	* Shari Heitkotter (559) 285-0430 planejanex15@gmail.com	Sentimental Journey 5
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* Denotes Staff Position

Bill Main – American Combat Airman Hall of Fame Inductee

On October 7, 2011, along with three other veterans and a forward air control unit of the USAF, Bill Main will be inducted into the Commemorative Air Force's prestigious American Combat Airman Hall of Fame.

The American Combat Airman Hall of Fame was established in 1997 by the Commemorative Air Force. The guidelines for election to the Hall of Fame are simple: any American who served in the air in any war or conflict in a manner that reflects credit upon the United States is eligible.

The ceremony is to be held at a black-tie banquet at the Denham Ballroom, St. Stephen's Church, 4601 Neely Avenue, Midland, Texas on the evening of October 7.

At the ceremony, the CAF Airpower Museum will unveil commemorative panels featuring each inductee. These panels will be on display in the museum in the special area dedicated to the American Combat Airman Hall of Fame.

Each year's induction banquet is a guaranteed sell-out, so if you are planning to attend, order tickets early and save yourself the aggravation of missing this wonderful opportunity to meet heroes of World War II. Some of the previous inductees include: Col. "Bud" Anderson, 1st. Lt. Hap Halloran, Lt. Gen. Keith Compton, the 19th Bombardment Group, President George H. W. Bush, and many others.

Tickets are \$100, and may be ordered by calling Karra O'Connell at (432) 563-1000 Ext. 2260, or by e-mailing her at koconnell@aahm.org. Her fax number is: (432) 567-3047, and the mailing address is: CAF Airpower Museum, P.O. Box 62000, Midland, TX 79711-2000.



© Photo by Dave Flood

Col. Orville William "Bill" Main, seen here on the left, with his buddy John Doyle, his waist gunner on the B-17 they flew on 35 missions together over Germany in World War II. See pages 4 and 5 for more information.

THERE'S A NEW "TEXAN" FLYING

by Casey de Bree

The North American AT-6/SNJ "Texan" advanced trainer of WW-II fame is a popular subject for R/C modelers, and has a class in R/C Reno style racing. There are a substantial number of the full-scale aircraft still flying. Now there is a new full-scale "Texan" trainer in the air, it's the Raytheon T-6A "Texan II" primary trainer.

On July 15, 1998 the first production T-6A took to the skies at Raytheon's Beech Field (Raytheon purchased the Beechcraft Company several years ago) in Wichita, Kansas with test pilot Bob Newsom at the controls. Powered by an 1,100 hp Pratt & Whitney (Canada) PT6A-68 turboprop engine, the aircraft lifted off the runway at 85 knots and reached an altitude of 13,000 feet, performing flawlessly during a series of flight tests and system checks.



The Beechcraft T-6A Texan II

Some of you aircraft buffs will recognize the T-6A as the Joint Primary Aircraft Training System (JPATS) aircraft, of which the armed forces will procure more than 700 through the year 2014. The Air Force activated the aircraft in April 1999 at Randolph Air Force Base, and the Navy activated it in 2002 at the Naval Air Station, Whiting.



© Photo by Eric Van Gilder

The original North American AT-6/ SNJ Texan which first flew in April, 1936. This is our SNJ-5 #290.

94th Bomb Group at Bury St. Edmunds

by Dave Flood

Bury St. Edmunds (also known as Rougham, pronounced *ruffum*) Airfield, England was the base for the 94th Bomb Group, 3rd Air Division, 8th Air Force in WWII. The 94th flew Boeing B-17 Flying Fortresses out of Bury St. Edmunds on raids deep into Nazi Germany.

Two of our members were flyers with the 94th at Bury St Edmunds, but at different times. They shared first names with a brother duo who had made aviation history many years before. Orville "Bill" Main and Wilbur Richardson are both members of our wing. Bill Main flew 35 missions in B-17s during his stint at BSE in late 1944 to mid-1945. Wilbur was at BSE before Bill arrived at the airfield. Wilbur is now the Crew Chief on the Planes of Fame B-17 "Piccadilly Lily," stationed at Chino, CA. Bill is an archivist in our WWII Aviation Museum Library. For about a year, Bill and Wilbur were part of the crew of the CAF's B-17 "Sentimental Journey," now based at the CAF's Arizona Wing. Bill is also part of the group who purchased SNJ-5 #290 and then donated it to the CAF. It is still flying, and is our Wing's most active aircraft.

The 94th Bomb Group arrived at Bury St. Edmunds on 13 June, 1944, after a disastrous raid on Kiehl that left the group with heavy losses. With the arrival of the 94th, the field was extended to 50 hardstands and dispersal areas, three of which were diamond-shaped to give capacity for 50 aircraft. The main runway was east to west and was 2,000 yards long and 50 yards wide. A second runway was 1,400 yards from north to south, and the third was also 1,400 yards north to southeast. The control tower is still standing, and being restored by the Rougham Tower Association.

While at BSE, the 94th carried out 325 missions; were credited with 8,824 sorties; and dropped 18,925 tons of bombs. This was at a cost of 153 aircraft missing, with 27 lost because of operational accidents. With a crew of 10 per aircraft, the human lives lost were approximately 1,800 persons killed, missing, injured or captured. The 94th Bomb Group departed BSE/Rougham Airfield in December, 1945.



Recent satellite photo directly over Bury St. Edmunds Airfield. You can still see parts of the old runways.



Photo Courtesy Bill Main

2nd Lt. Orville William "Bill" Main – Age 19 and just commissioned as a USAAF pilot.



"Rougham Tower" – painting by Joe Crowfoot.

On Waiting For Planes That Never Return Rougham Airfield, England 1945

Under the brooding moon,
We skyward cast our glance,
Hoping to spot a wing,
Or glint of spinning prop...
To ease our heavy hearts.

Nothing but shining clouds,
Traverse the clear night sky.
We shuffle back to quarters,
Thinking of comrades gone,
Under the mourning moon.

Dave Flood

2008

Sentimental Journey

by Dave Flood

They had been a team...over sixty-four years ago. They had looked out for each other over thirty-five missions over Germany. They had lost good friends, and had come back from World War II with their lives intact – but have never forgotten those friends they left behind.

They are part of the “Greatest Generation,” and they came together again to reminisce and give thanks for each other.



© Photo by Carol Main Bachman

Their names, from left, are: Orville “Bill” Main (pilot); John Doyle (waist gunner); Leroy Kuest (chief engineer); and Gordon Glover (co-pilot). Behind them is their type of plane – a Boeing B-17G Flying Fortress.

They met at Castle Air Museum in Atwater, CA, on the site of the old Castle Air Force Base, where Bill Main had received his basic training. Two had family members with them: Bill’s daughter Carol and her husband Glenn; and Gordon’s daughters Tina & Barbara, son Bill, and grandson Riley, who wants to follow Grandpa in the USAF.

They had flown their B-17G out of Rougham Airfield, Bury-St.-Edmunds during 1944/45 as part of the 331st Bomber Squadron, 94th Bombardment Group, 4th Bombardment Wing of the 8th Air Force. Their tail code was the Square A.



© Photo by Carol Main Bachman

B-17G “Virgin’s Delight” displayed at Castle Air Museum. Note the “Square A” tail code- 94th BG.



© Photo by Carol Main Bachman

One of the many displays at Castle Air Museum is dedicated to the 331st Bomber Squadron of the 94th Bombardment Group (Heavy).

It was an appropriate place for these old friends to meet in a mini-reunion, for Castle AFB had not only been the site of Bill Main’s basic training, but also because it was named for Brig. Gen. Fred Castle, Commander of the 94th Bombardment Group, who received the Medal of Honor for bravery above and beyond during a mission to Arnhem on Christmas Eve, 1944. After being hit by ground fire, Gen. Castle made sure all of his crew parachuted safely – then guided his badly damaged Flying Fortress away from American infantrymen to a clear field, where he crashed. Gen. Castle was killed instantly in the crash.

The 94th Bombardment Group completed 324 missions. They lost 153 B-17s in combat, and another 27 to accidents. Approximately 1,600 men were killed in the 180 planes lost.



Rougham Tower Museum, Rougham Airfield

A memorial museum is now at Rougham Airfield, Bury St. Edmunds, England with memorabilia and plaques honoring the contributions of the 94th Bombardment Group in preserving England’s freedom, and also helping to win the war in Europe. The plaque shown below is hanging in a museum at Earls Colne Airfield, where the 94th was first based. Our heartfelt thanks go to this 94th BG crew!



U. S. Naval Aviation Centennial: 2011

* Pilot Not Included

by Michael Milstein

Thanks to *Air & Space Smithsonian*, June/July, 2011 and to Michael Milstein

There comes that moment for each new U.S. naval aviator, after six weeks in the classroom, then six months in a T-34 or T-6 trainer, and a year in a T-45, when he must fly out to the ship for the first time, ignore the moths in his stomach, slam the airplane onto the deck, and hook the cable. The rookies make these trips to the carrier in groups, but each lands alone. Some will have to go around. A few will wash out altogether.

Now a new aviator is headed to the Navy carriers, one that never needs training, never tires, and never gets nervous. Called the X-47B, the vehicle flew for the first time this year, in the California desert, in preparation for its first autonomous landing on a carrier, scheduled for 2013.

The X-47B is a robot, and though it's just a demonstrator, it will provide a compelling glimpse into the future of naval aviation.



© U.S. Navy Photo

A Grumman Northrop X-47B UCAS

Unmanned air vehicles, or UAVs, are now the fastest-growing fleet of military aircraft. The 300 UAVs flying today are expected to almost triple by the end of the decade. UAVs initially proved themselves in long reconnaissance flights, but military services soon equipped some with missiles. The X-47B takes the next step. It's an unmanned combat air vehicle, or UCAV – a UAV designed for attack. Maker Northrop Grumman and the Navy call it a UCAS, or unmanned combat air system, with the vehicle as the system's most visible part. Whatever the acronym, the \$636-million carrier landing demonstration program aims to show that these new, stealthy, increasingly self-sufficient vehicles can fly in and out of the controlled chaos of a carrier deck and perform other frontline jobs long handled by humans.

UCAVs mark not just a technological shift but also a cultural one, with computers coolly assuming missions from fighter pilots who as a group have evolved an elite-

club identity, complete with its own language. When the UCAVs fly, no one will banter on the radio about “goo” (bad weather), “drift factor” (straying off course), or “pucker factor” (self-explanatory). Nobody will bother to “call the ball” (follow the glide slope light to land). The robot will merely get a digital go-ahead, then drop to the deck.

In response, pilots are expressing everything from curiosity to skepticism. Many admire the endurance, versatility, and affordability of UAVs. Others scoff that they will never replace human initiative.

“It's probably what every group of people who ever had their job automated went through,” says Missy Cummings, a Navy fighter pilot who became an MIT professor and studies how humans and UAVs work together. “The pilot has that image as sort of the last bastion of derring-do, and perceives (piloting) skills as irreplaceable. We have an emotional attachment to the idea of being a pilot that is very hard to lose.”

The X-47B's distinction may emerge in carriers ready-rooms, where pilots watch one another's landings on closed-circuit screens. Every landing gets a grade, posted on the wall. A perfect score is rare; pilots are lucky to get a few in their careers. A poor grade is an embarrassment, a sign of safety breaches that could turn fatal. “We're very critical of ourselves and each other, but it's a good rivalry,” says Captain Mark “Mutha” Hubbard, commander of the Pacific Fleet Strike Fighter Wing, based at Naval Air Station Lemoore in California. “Professionalism demands scrutiny, so we scrutinize each others' passes to a high degree.”

Pilots can use the Automatic Carrier Landing System, which automates the approach and landing on a pitching deck. But that earns no grade. “It's very competitive. I think that's what keeps us wanting to do it in the hands-on, because we're graded and we're ranked,” says Hubbard.

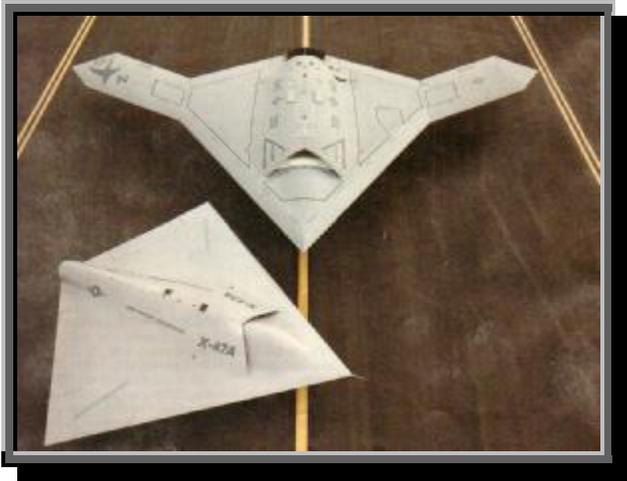
The X-47B is a bit smaller than an F/A-18, with a bay that can hold intelligence sensors, guided weapons, or tanks to refuel other airplanes. Though manned fighters look sleek, they produce more drag than the X-47B's flying-wing design, which offers more than 2,000 miles in range, almost twice that of an F/A-18.

“As a young man, I would have said, ‘Gosh, they're trying to take my job,’” says Hubbard, who has flown more than 26 years as a Navy pilot. As a commander of more than 500 pilots, he now takes a longer view. “The unique thing in the future is I won't have to put my blood and treasure forward to do the nation's business. I think that is a brilliant concept in itself. But there will always need to be men in the loop to make those decisions that are critical.”

He imagines UAVs as force-multiplying wingmen. “They're more agile, they're more survivable, they have smaller signatures,” he says. “I can't send them out there and distribute them as part of my total strike package. I have one man with potentially three, four, (even) eight UAVs on

*** Pilot Not Included, continued:**

my wing. I know it's kind of outlandish to think about, but I think that is potentially the future."



© U. S. Navy Photo

The X-47B compared to the earlier model X-47A (on the left). The added wings are needed for carrier landings, maneuverability and endurance.

If UCAVs are going to prove themselves anywhere, a carrier deck will be the ultimate test. The Navy has a set of strict rules for safely rocketing multi-million dollar jets off a floating airfield and landing them a minute apart. Nobody wants to mess with that. "We're not coming into the environment to change it, but rather to fit into it seamlessly, says Philip Saunders, Northrop Grumman's chief engineer for the X-47B program. Like other carrier aircraft, the X-47B's operational descendant will fold its wings to squeeze into the space. Secure data links will tie its computer to the ship's primary air traffic control center, high above the deck.

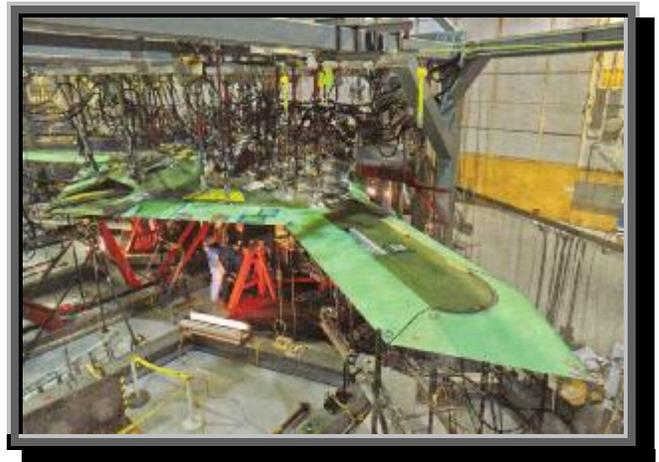
A new navigation system will far outdo the Automatic Carrier Landing System of today, in which the piloted airplane constantly follows the rocking and bobbing of the ship. The X-47B will instead use Global Positioning System data to anticipate the ship's movement and refine the flight path 20 times a second, about 40 times faster than a human can. Engineers say the new technology should put the airplane down an average of two feet from the centerline every time.

After it has landed on the noisy flight deck, the X-47B will need two pairs of helping hands. One will belong to a "yellow-shirt," the standard flight deck crewman who directs pilots of manned aircraft. The yellow-shirt will face the UCAV and perform standard hand signals, while a second crewman will stand behind the yellow-shirt with a remote, watch his commands, then taxi the UCAV with the remote. That remote will be fixed to the crewman's arm for hands-free efficiency.

Going a step further, Cummings's MIT team hopes to do away with the remote. The team is developing an advanced technology similar to that used in Microsoft's Kinect for the Xbox 360 video game. A sensor aboard the

UCAV would theoretically see and follow yellow-shirts' arm movements without anyone wearing a remote. Taxiing across busy decks, the aircraft would track the right person and duplicate the human faith that yellow-shirts and pilots now place in one another, says Yale Song, a graduate student in computer science in Cummings's lab. "This is about what it means for a robot to communicate with people in a more natural way," he says. "How do you build that trust that communication depends on?"

Admiral Gary Roughead, the chief of naval operations, wants to see humans and UCVAs working operationally together by 2018. Undersecretary of the Navy Robert Work, a former Marine commander, even co-authored a report a few years ago suggesting that the Navy's next aircraft carrier could carry UAVs only.



© U. S. Navy Photo

Hydraulic jacks at the Northrop Grumman test facility in Palmdale, CA mimic the punishment of carrier landings on the X-47B.

Every fighter pilot gets a call sign, usually from a play on his or her name or by doing something really stupid. If the UCAV gets a call sign, chances are it won't be for the latter.

Editor's Note: Capt. Mark Hubbard, USN, who was interviewed for this article, is a member of our Wing, and flies not only the Navy's F/A-18 Super Hornet, but also our F6F-5 Hellcat. We're hoping that he has one or two of the F/A-18s under his command flying in our Wings Over Camarillo Air Show on August 20 & 21, 2011.

Wing's Air Show Schedule: 2011

July 22-24	Thunder Over Michigan Air Show, Detroit, Michigan	P-51 & A6M3
July 25-31	Oshkosh, Wisconsin	P-51 & A6M3
Aug 20, 21	Wings Over Camarillo	All Aircraft
Sept 28,29	Tucumcari, NM Air Show	F6F & F8F
Oct 1 & 2	Airsho 2011, Midland, TX	F6F & F8F

If you are planning on attending any of these air shows, please contact us first, as there may be changes. Call us at 805-482-0064 for any updates.

Atsushi “Fred” Fujimori: Aviation Photographer Extraordinaire by Dave Flood

Fred Fujimori has just published a new book titled “The Archives of Still Existent Zero Fighters.” He is both the author and the photographer.



© Atsushi “Fred” Fujimori

Cover, “The Archives of Still Existent Zero Fighters”

Fred has been a member of our Wing for some time, and has a distinct interest in our Mitsubishi A6M3-22 Zero. His new book highlights the three flying Zeros and also those currently on display throughout the world. It is very comprehensive, with a listing of all existent Zeros, their location, and the website of the museum where they are located, if available. There is also: a page of specifications of all Zero variants; drawings of 12 Zero variants; and cut-away drawings of A6M2b and A6M5a.

Fred devotes fourteen pages of his book to our Zero, and has great photos of the airplane during the loading on the ship at Long Beach (taken by Yoshi Abe, our Zero’s Crew Chief), and of the actual flights during the “Warbirds Over Wanaka” air show in New Zealand in 2010.



© Photo by Atsushi “Fred” Fujimori

Our Mitsubishi A6M3 Zero flying in the “Warbirds Over Wanaka” Air Show in New Zealand – April, 2010.

Under air cover from the US Navy's Task Force 58, Marines swarmed ashore on Saipan on June 15, 1944 and Asilito Airfield, with a number of intact Zero fighters, was overrun on June 18. On July 12, a dozen intact Zeros, together with a supply of spare engines and miscellaneous equipment, were loaded aboard the escort carrier USS Copahoe (CVE-12) and shipped to the USA for evaluation.

All of the captured equipment was offloaded at NAS North Island, San Diego, California and four of the Zeros were put back into flying condition, with two being turned over to the Army Air Force and two being retained by the Navy. No 61-120 was ferried to NAS Patuxent River, Maryland on August 23, 1944 and subsequently flown by about 25 different USN, USMC, Royal Navy and civilian fighter and test pilots, including [Charles A. Lindbergh](#).

The aircraft was ferried back to San Diego on January 11, 1945, where frontline combat pilots were also given a chance to check out the Zero. Altogether, Zero No 61-120 logged over 190hr of flight time in the USA before being declared surplus after the war. It is now flying with the Planes of Fame, Chino, CA.



© Photo by Atsushi “Fred” Fujimori

Planes of Fame’s Mitsubishi A6M5-52 #61-120.

Editor’s Note: My reason for including the info on #61-120 is my personal relationship with this aircraft. Between the dates of 8/ 23, 1944 and 1/ 11, 1945, when I was 13 years old, I got to sit in this plane’s cockpit at PAX River NAS – so I can say that I occupied the same seat as Charles Lindbergh! My friend Bill’s dad, Capt. Paul Ramsey, was head of Flight Test at PAX River at that time.

Fred's book, which sells for about \$25.00 US, is available on Amazon.com. Its ISBN No. is 978-4-7779-1853-9.

In addition to the items listed above, it contains a DVD. Although the text is all Japanese, the photos in this book are outstanding, with many photos of renovation work being done throughout the world on existing Zeros. In addition to #X-133 and #61-120, the third flying Zero is #AI-I-129, an A6M3-21 located at the Dakota Territory Air Museum in Minot, ND through mid-July.

Thanks, Fred, for being such a good member and friend of our Wing! Congratulations on a job well done!

Wing Photo Page I



© Photo by Eric Van Gilder

This is one of the pylons that you will see at "Wings Over Camarillo" Air Show. Crews practiced setting up the 65-foot-high pylons on Jason Vosburgh's new airfield in New Cuyuma, CA recently.

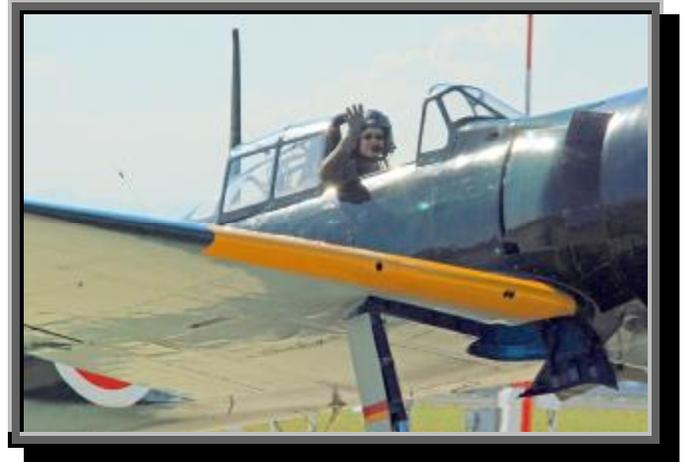


© Photo by Eric Van Gilder

Chris Rounds flying his Pitts Special in the practice for the Ultimate Air Race Championship races to be held during the "Wings Over Camarillo" Air Show in August.



B-17G "Liberty Belle" was completely destroyed by fire after a forced landing in rural Illinois on June 13. All eleven crew members evacuated safely.



© Photo by Dan Newcomb

Col. Steve McCartney waving to the crowd welcoming him back to the CAF hangars after his successful first flight in the A6M3 Zero.



© Photo by Dan Newcomb

Here's Steve touching down at CMA after his Zero flight. Jason Somes, Ken Gottschall and Steve Barber were his tutors and mentors. Nice going, Steve!

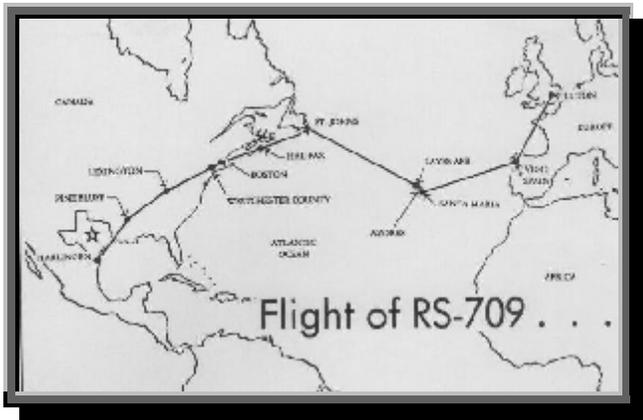


© Photo by Dan Newcomb

The dedicated and hard-working PBJ Restoration Crew is rolling along with great strides. According to Dan Newcomb, one of the PBJ team, "On a rare Monday workday, we pulled the right wing upper attach angle, cleaned it up, shot it with primer, buttered it with sealant, and bolted it on for good."

Mosquito RS-709: Long-Distance Delivery – Luton, UK to Harlingen, TX

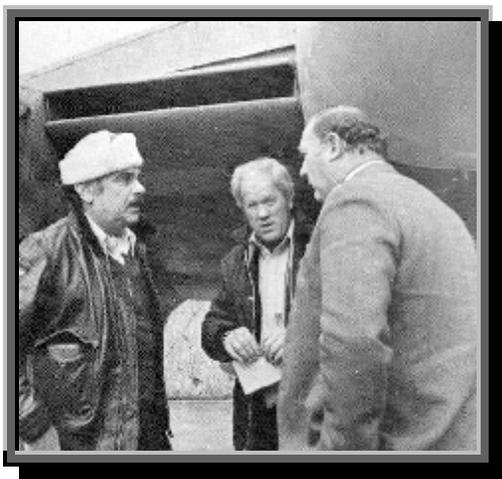
From: *The Ghost Squadron of the Confederate Air Force*, 1975



Map of the CAF's DeHavilland Mosquito Fighter/Bomber Mk 35 #RS-709's journey all the way from Luton, England to Harlingen, Texas between December 11, 1971 and January 2, 1972.

Col. Ed Jurist and Col. Duane Egli completed a 6,000 mile delivery flight on January 2, 1972 in Harlingen, Texas. Take a good look at the above map of this flight, and try to imagine the pre-flight thoughts of Ed and Duane, knowing that the flight would be made in a 30-year-old wooden airplane which had been flown less than 50 hours in the past fifteen years! Add to this the fact that the Mosquito is impossible to bail out of, and it had made very few successful ditchings. Bringing this aircraft across the North Atlantic and to the south end of Texas takes a special breed of men: men such as Jurist and Egli!

It all began in 1969, when Ed Jurist of Nyack, NY, was in England on business. He was surprised to learn of the availability of a "Mossie," and realizing the rarity and historical significance of this aircraft, immediately made the purchase, much to the distress of British aviation enthusiasts.



Final briefing at Luton for Ed Jurist (l.) and Duane Egli by Group-Captain A.C.D. Millar before their arduous flight across the cold North Atlantic in winter.

Two years later, on October 7, 1971, Duane Egli arrived in London, flight tested the plane, and immediately embarked on a complete and extensive re-work program, including the installation of extra fuel tanks and radio equipment. Two months later, the work was completed, and the Mosquito performed satisfactorily.

Satisfied that the Mk 35 was now ready for the long trip, Cols. Jurist and Egli departed Luton, England on December 11, 1971, and set course for Lisbon, Portugal. A change in weather predictions for the Lisbon area resulted in a landing at Vigo, Spain, just a few miles from the Portugal border.

On December 14, after a flight of 6 hours, 42 minutes, they landed in the Azores at the Portuguese air base at Santa Maria. From there they flew to the USAF base at Lajes. When the weather cleared, on December 17, at 0400 hours they took off for the 1,500-mile flight to St. John's, Newfoundland. They lost one inboard exhaust stack from the starboard engine somewhere over the Atlantic.

Following a day's rest in St. John's, they continued on to Halifax; Boston; New York; Lexington, Kentucky; Pine Bluff, Arkansas; and finally, on January 2, 1972, they arrived at Rebel Field, Harlingen, Texas.



DeHavilland Mosquito Mk 35 #TD-709 after her arrival at CAF's Rebel Field, Harlingen, Texas

From 1972 to 1975, the all-wood historic airplane, one of only two flying Mosquitos in the world at that time, flew proudly with other CAF historic military aircraft out of Rebel Field in Harlingen, Texas.

Colonels Duane Egli and Ed Jurist deserved all the credit for their feat of flying this historic aircraft 6,000 miles across the Atlantic in mid-winter!



Here is the DeHavilland Mosquito Mk 35 displayed at its current home, the USAF Museum at Wright-Patterson AFB, Dayton, Ohio, where it has been since 1984.

Wing Photo Page II



© Photo by Frank Mormillo

Our F6F-5 Hellcat flying with Planes of Fame's Hellcat at the recent Chino Air Show.



© Photo by Frank Mormillo

Our F8F-2 Bearcat wowing the crowd at Chino.



© Photo by Dan Newcomb

Dan Newcomb, during a rare break from his duties on the PBJ Restoration Team, got the chance to take a ride in a WWII twin-engine bomber on a gorgeous day. How could he refuse? He boarded the neighboring B-25J Mitchell bomber "Executive Sweet," and proceeded to take photos of the terrain below from various vantage points in the aircraft during the flight. He has shared them with us, and one is at the top of the next column. Thanks, Dan!



© Photo by Dan Newcomb

Here Dan is looking out over lush agricultural land and orchards, with mountains in the distance. Perhaps he squinted slightly, and imagined he was preparing to bail out of a burning B-25 on D-Day over the French countryside, ready to parachute into a verdant vineyard full of ripe Bordeaux grapes. He can dream, n'est ce pas?



© Photo by Sheryl O'Neil

A recent participant in our Vintage Aircraft Ride Program was Capt. Russ Lindquist, USN (Ret.), 3rd from left. His family, plus dog, witnessed the nostalgic event. Alan Gaynor, in back, was Russ's pilot.



Here's Russ, on left, during WWII training.

Old News Is New Again by Ron Fleishman

Well, we might actually have an archive. Thanks to Pat Brown, Bill Main, Joe Peppito, Dave Flood, Frank Doerfler, Keith Bailey Paul Koskela, and yours truly, the file gets more and more complete with past copies of both the CAF's *Dispatch* and our Wing's newsletter, *Flight Line*.

At this time we are still in the sorting and filing stage, but some real early copies of our history are seeing the light of day again.

When things are all sorted out we will have a library copy and an archive copy of both the *Dispatch* and the *Flight Line*.

For the older members, reading the old publications will be like meeting old friends again, and for our newer members, it will prove interesting to see how we got to where we are now.

Here are two articles from our [September, 1984 *Flight Line*](#), Paul Koskela, Editor: As you will see, a few things never change, like needing cash to do the things we want.

"The Big Airplane That Could..."

At the last two staff meetings, a review of our finances showed our bank balance between \$5,000 and \$6,000. The cost of fuel to take the C-46 to Harlingen for Airsho 84 would be about the same amount. The better part of valour seemed to be to not take the C-46 to Airsho. While this disappointed all of us, we had to face reality. The disappointment festered for a while, and then a telephone poll was taken, asking a number of Colonels who were going to Airsho to donate money for fuel and ride the C-46. More telephone calls were made to our flight crew, aircraft sponsors, large contributors, and to the people who have put in many hours working on the C-46. A post-card mailing also went out to the general membership informing them of the pending trip. So far we have nine confirmed passengers, including the flight crew. We need one more or donations to make up the difference.

The C-46 will take off at first light on October 9th from Camarillo Airport. We expect to make one stop for fuel about midway, and then get into Harlingen at about 4:30 p.m. their time. The sun will be going one way and we will be going the other. If all goes as planned, we will make the trip in the remaining 8 hours, with 2 hours to spare.

This should be a very exciting and interesting trip. Eight hours in a sling seat, no movies, no stereo, no pretty young stewardess offering "coffee, tea, or...", and, most important, no cabin heat. Since we will be flying at about 10,000 feet, the cabin is expected to get a mite cold, even though we will be flying over some of the hottest landscapes in the country.

Next month we will have more to report on THE BIG AIRPLANE THAT COULD...AND DID!"



© Photo by June Hubbard
Our Curtiss C-46 Commando "China Doll" (then "Humpty Dumpty") just arriving at Harlingen, Texas CAF Headquarters for AIRSHO 84.

Here is another gem from the [September, 1984 issue of *Flight Line*](#):

"Maintenance Report by Col. Joe Peppito

The C-46 is just about ready to fly to Harlingen next week. We have installed the fire extinguisher bottles in the forward baggage compartment and have repainted the blue stripe. All we have to do is install a fuel booster pump in the right rear fuel tank and check it for leaks. We now have a new main wheel and tire installed on the left main landing gear. We have a spare main wheel and tire and a tail wheel and tire to take with us. We will be loading all our spare equipment and supplies on the airplane on Saturday, October 6th before we leave. Anyone wishing to help is welcome to come out to Camarillo Airport and take part in the activity.

The SNJ is still in the Air Camarillo hangar, having the annual inspection completed on it. We are installing two new wing tips, have had the right flap and aileron repaired, and are waiting for it to be painted. The inspection is progressing well. The tail section inspection has been completed and closed up. We have installed a new fuel unit/pump, voltage regulator mounts, ELT battery and antenna, fuel sump dehydrator plugs and fire extinguisher. The center wing panels have been removed and the fuel tanks have been inspected for leaks. There is a leak in the left fuel tank from the sight gage gasket which will have to be replaced. This will require draining the tank so it can be removed to replace the sight gage gasket. We expect to have the inspection complete in about two weeks, at which time we will have replaced the propeller seals and installed the new spinner, ran a landing gear check, changed the tires and repacked the wheel bearings and completed the engine inspection and compression check.

There is still a lot of work to be done on both of our airplanes, so come on out to Camarillo Airport and help keep these two great airplanes flying."

Aviation Museum Update

by John Woolley

Here are some of the myriad of projects our Wing Museum Committee is working on in our efforts to make our CAF-So Cal Wing Aviation Museum a reflection of our mission and something of which we can all truly be proud.

The Wing Museum Renovation proposal has been approved, with Phase One being renovation of the entrance, admissions and px/gift shop area (\$32K); and resurfacing of the Museum Hangar floor (\$32.5 - \$58.8K).

Wing supporters Randy Mytar and Al Fiori have developed colored renderings of the project proposal which will complement a brochure that is being developed for fund-raising purposes as we develop a plan to make the funding of the renovation a reality.

Our CSUCI Intern Programs have come to an end for the 2010-2011 academic year. We appreciate the work that three interns, Zach Entz, Laura Randis and Tyler Crowley from the History Department, have provided this past year. Two Capstone Projects were ambitiously initiated through the Computer Science Dept. at CSUCI – programming a KOHA library cataloguing system and a website unification project. Wing member Janet Rizzoli is our on-campus liaison at CSUCI to facilitate the continuation of utilizing student expertise in addressing our many Aviation Museum needs. Special thanks to Dave Flood for his efforts in obtaining a \$3,000 grant from the City of Camarillo for critical equipment and technical support needs, and for initializing the outreach to the Computer Science Dept. at CSUCI.

The CSUCI students developed a user-friendly procedures manual to assist our Wing staff and volunteers in maintaining our Wing website. Our “vintage” website, developed by Dave Flood many years ago, has been combined with our newer website, so that now the Wing is represented by just one website, with Ken Gottschall as our Wing Webmaster. We have a critical need for volunteers to work on our website to ensure that we have current and accurate Wing information on the site. Ongoing meetings, including Janet Rizzoli, Ken Gottschall, myself and Syed Mujtaba of CSUCI, who continues to unselfishly volunteer his time to this project, will be held.

The PX/Gift Shop unit, headed by Jim Tierney, and including Janet Rizzoli and myself, has been focusing on reviewing and updating merchandise being sold in the PX. The efforts have been to consolidate our merchandise to reflect more closely our Wing “brand” – tied in with our museum aircraft – particularly those in our Vintage Aircraft Ride Program.

With the retirement of Russ Drosendahl and Bob Smith, and the limited availability of some docents such as Walt Metcalf, we are finding that we are in the desperate need of docents. **We need more docents !**

Many thanks to all the members who worked and volunteered their time to make the May 21 hangar rental special

event a success – Jim Hinkelman, Ron Fleishman, Janet Rizzoli, Sheryl O’Neil, Charlie Carr, Avery Willis, Paul Kleinbaum and others. Also, thanks to cadets Eric Fischler and Jessica Bauman, and members Sheri Heitkotter, Ron Fleishman, Jim Hinkelman and others for setting up the hangar for a June 14 retirement party.

Kudos to Jim Hinkelman, Ron Fleishman, Ken Wright, Sheryl O’Neil and Charlie Carr for opening the Aviation Museum on Memorial Day (Monday, May 30) – helping to generate \$500 extra revenue for the Wing. We are planning to have a Wing Open House for future July 4th, Memorial Day and Veterans’ Day holidays. Our Committee is also exploring a special event in the fall featuring our Zero and Hellcat to commemorate the U.S. Naval Aviation’s Centennial, which is being celebrated this year.

This year has seen the expansion of our collection of books, manuals, videos, periodicals, photos, flight suits and other items that comprise our Wing’s library. In the past two months we have received donations of over 800 books, photos and numerous other items from the Anderson estate and assemblage from the deceased historian of the 8th Air Force B-17 303 Bomb Group (Heavy). The addition of two computers and the consolidation of our video assets has set the stage for numerous projects. The challenge is that we are experiencing a two-fold problem – backlog in our ability in acknowledging and cataloguing these donations, while running out of storage space to house the donations.

The cataloguing issue is being addressed and alleviated by the following volunteers: former LAPD software expert Don Williamson and his wife Cheryl, a former teacher; retired RocketDyne employee Norma Monetti; Paul and Kefa Abbott; Wing member Dan’s wife Jaime Cuvier; college students Madison Palmer and Walter Johnson; and past CSUCI interns Zack Entz and Tyler Crowley. A hearty thanks to all of you! **We need more volunteers !**

With Dick Troy’s help and support by our Wing Leader, Steve Barber, our storage needs are being reviewed as we explore the possibility of the purchase or rental of 40-foot storage containers or of obtaining a trailer.

This past month the Wing has purchased 100 chairs for upcoming special events / facility rental activities. In the past, we had to rent or borrow chairs for events.

We have also completed long-needed plumbing repairs to one of the bathrooms in the Museum Hangar.

We are in desperate need of docents and volunteers !

Our annual party during the “Wings Over Camarillo” Air Show will be Saturday, August 20. Details are on the poster on page 14 of this newsletter. Steve Barber, Jr. needs people to help with the event. Please e-mail him at:

barber.stephen@gmail.com.

To volunteer as a Docent or in the museum or library, please call John Woolley at (805) 642-4756. Many thanks.

Wartime Radio

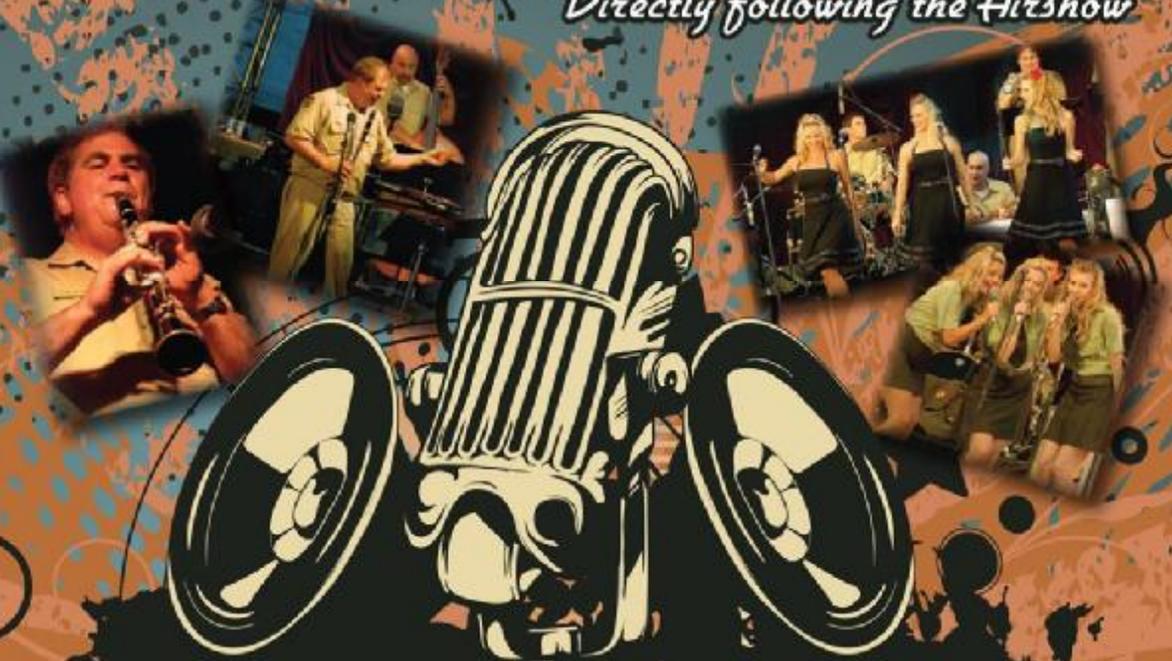


Revue

SAT. August 20th

6:00 PM
TO
10:00 PM

Directly following the Airshow



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WARTIME RADIO REVUE WILL BE PERFORMING IN THE
BEAUTIFULLY RESTORED COMMEMORATIVE AIR FORCE HANGAR
SURROUNDED BY VINTAGE WWII AIRPLANES.

FOR LOCATION & INFO CONTACT: CAF (805) 482-0064

\$55.00 Per Person Includes: Admission, Dinner, 1 Drink Ticket

455 Aviation Drive - Camarillo, CA 93010

TICKETS AVAILABLE AT: WWW.CAFSOCAL.COM



FRIEND OR FOE?

by Clifford Brown

In December of 1941, when the United States entered WWII, the country embarked on the greatest mobilization of a civilian population for war in history. On December 8th most Americans on the west coast expected to see Japanese soldiers charging down "Main Street". And the glow from ships being attacked by German submarines later became common on the east coast. It was critical that the civil community be able to recognize the aircraft flying overhead. Were they friend or foe?

Posters, board games, three dimensional models and even playing cards were employed as training aids. Models yielded the best results because they allowed the student to learn what an aircraft looked like in an endless number of positions that pictures could never simulate. The U.S. Office of Education, sponsored by the U.S. Navy Bureau of Aeronautics, took on the task of obtaining aircraft models to be used in training. A scale of 1/72 was selected. This scale of models was intended to be viewed from about 33 feet away, which represented 1/2 mile to scale. Plans of aircraft were drawn up and circulated to the public. Those plans are still available today from the Smithsonian. High school model builders from across the country were asked to build 500,000 wooden models. These "school-boy" recognition models were very simplified versions of the real thing. There were no national markings, propellers, landing gears or any protrusions such as an antenna or pitot static tubes. The models were painted flat black.



A wooden model of a Japanese "Oscar"

These were not toys, but exacting models of real aircraft. Soft balsa wood was not available, as imports from its native Brazil were curtailed. Mahogany, as used in many display models we see today was then a rare wood. Native American White Pine was selected. Whittling a precision model with a pocketknife even out of soft Pine was a challenging task. The wings and tail surfaces were carved separately from the fuselage and were then glued together at a later stage. Quick drying high strength glues did not exist. Hot furniture glue or water soluble casein glues had to be used and sometimes took days to dry. Filler and putty had to be made from sawdust and glue. No quick-drying paint was available, so slow-drying black gloss stove enamel was used.

The Navy set very high quality standards and there was a high rejection rate. I can personally testify as to the difficulty. The carved finished models were very fragile and production could not keep up with the demand, so a switch was made to injection-molded black cellulose acetate. Cellulose acetate is similar to the material used in the old 78 records. This process easily allowed for complicated shapes and the addition of light scribe lines to indicate control surfaces, canopies and hatches. These black plastic models were made by the thousands.

Unfortunately, there was poor consistency of plastic formulation and many models over time crumbled to dust. Some became so susceptible to temperature that just sitting on a windowsill in the hot sun caused them to warp. It is a wonder that any survived.

The Aviation Museum's exhibit of recognition models are of very high quality, excellent condition, and mostly made of metal. Possibly these were post-war replicas. The makers mark of a small circle with a "C" in the center, suggest they were made by the Cruver Co. As a kid growing up during WWII, I never saw any recognition models except those of the hand carved wood or molded black plastic type.

Taking a closer look at the display, you will find an original hand-carved wooden model of a P-63 KingCobra on the second shelf from the top. The color is gloss black. For comparison - on a shelf below is a mass produced metal model of a P-39 Airacobra which was an earlier version of the P-63.

In the Wing's collection of original recognition models in storage we have a C-46 with the wings distorted. This is a result of the temperature sensitive nature of the cellulose acetate plastic. If you are old enough to have played 78 records you will remember how badly the records warped when exposed to heat.

Today, with the help of electronics, the speed of aircraft, and the fact that the Taliban does not have an air force, visual identification of aircraft is far less important. But there was a day when ordinary Americans defended the country by watching the skies for enemy aircraft. And they learned how to identify friend from foe not from the full-size real aircraft but by training using little hand-carved wood model airplanes.



A metal model of a Curtiss C-46 Commando

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CENTENNIAL OF NAVAL AVIATION



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