

Flight Line

The Official Publication of the CAF

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

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Visit us online at: www.orgsites.com/ca/caf-socal



© Photo by Justin Lean



© Photo by Dave Flood

Charlie Valentine and Gene O'Neal next to their favorite airplane, *China Doll*. She starred in a music video filmed at Camarillo Airport last month – with Christina Aguilera as 2nd banana.

Wing staff meeting on Saturday, March 3, 2007 at 9:30 a.m. at the Museum Hangar

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

March 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 Work Day	2	3 Work Day Staff Meeting 9:30 AM
4	5	6 Work Day	7	8 Work Day	9	10 Work Day
11 Daylight Savings Time Begins	12	13 Work Day	14	15 Work Day	16	17 Work Day St Patrick's Day
18	19	20 Work Day	21	22 Work Day	23	24 Work Day
25	26	27 Work Day	28	29 Work Day	30	31 Work Day Pt. Mugu Air Show Riverside Air Show

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Finance Officer	* Jason Vosburgh	(805) 766-3880	jason.vosburgh@att.net		National Patriotic Rally 2007 4
Operations Officer	* Gary Barber	(805) 659-4319	bearcat69@pacbell.net		Gordon Twa 3 rd place Story Winner 5
Maint Officer	* Joe Peppito	(805) 498-4187	jocafpeppo@msn.com		Anyone Have a WWII Blue-Star Flag? . . . 5
Safety Officer	* Marc Russell	(805) 388-8341	captmarcr@aol.com		A Pilot Gives Thanks 6
Facility Officer	Bob Albee	(805) 583-4872	loll@earthlink.net		Rules for Flying "Old Glory" 6
Training Officer	(vacant)				Wing Photo Page I 7
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HANGAR PHONE (805) 482-0064 HANGAR FAX (805) 482-0348 WEBSITE www.orgsites.com/ca/caf-socal				Submittal Deadline - 15th of the month Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501	
* Denotes Staff Position					

Merciful Enemy by Lisa Smedman- *Vancouver Courier*

Sitting in the den of his Surrey (B.C., Canada) home, surrounded by mementoes of World War II, 87-year-old Franz Stigler slowly turns the pages of his photo album. He stops at a black-and-white picture of a crashed B-17 bomber, its broken fuselage blackened by fire.

"I shot this one down," says the former Luftwaffe fighter pilot. "It's a B-17, a four-motor bomber plane."

In fact, Stigler shot down 11 bombers and 17 fighter planes during the war, for a total of 28 kills. For his bravery, he received the Iron Cross, 2nd Class; Iron Cross, 1st Class; and the Cross in Gold.

But one of his most memorable encounters is illustrated in a different kind of picture, a painting of an American bomber and German fighter flying next to each other.



It was December 20, 1943, and Oberleutnant (1st Lt.) Stigler and the other pilots of Jagdgeschwader 27 were defending their homeland against waves of American and British bombers pounding German factories and cities.

Stigler, a veteran of the air war in Africa, Sicily and Italy, had landed to refuel his Messerschmitt Bf 109. Looking up, he spotted an Allied bomber. He got back into his plane and took off to attack.

The four-engine bomber, a badly shot-up American B-17 of the 379th Bomber Group limping home alone from a raid on factories at Bremen, Germany, had only one engine at full power and a shattered nose. It had lost its oxygen and hydraulic systems and was full of holes. Of its 11 guns, only three were working.

Stigler had already shot down two bombers that day: a third kill would have earned him the Knight's Cross. The B-17 looked like an easy target, but as he approached from the rear, he braced himself for the tail gunner to open up. Then he noticed the blood.

"I saw (the gunner) lying there, bleeding profusely. I couldn't shoot," he said. "I thought, 'I cannot kill these half-dead people. It would be like shooting at a parachute.'"

Stigler maneuvered near the cockpit of the B-17 and motioned for its pilot, 21-year-old 2nd Lt. Charlie Brown, to land. Brown refused, Stigler now had a choice: shoot down the crippled bomber, or let it go. If anyone found out he had failed in his duty to kill the enemy, he would be stripped of his rank at best. At worst, he might face execution by firing squad.

Stigler saluted the American pilot, rolled his plane and flew away.

After the close of the war, Stigler emigrated to Canada in 1954. Although he earned his commercial pilot's license, the only flying he did was recreational, since his wife didn't want to face the long weeks alone that being married to a commercial pilot would entail. For a time, he owned and flew a Messerschmitt 108 painted with Luftwaffe markings that had been used in the making of the 1969 film *Battle of Britain*, keeping it for 16 years. Meanwhile, he worked as a mechanic for a logging company in the Queen Charlotte Islands, and later ran a truck rental business.

For years, Stigler wondered whether the pilot of the shot-up American B-17 he'd encountered had survived the war. He kept asking former Allied pilots if they knew the fate of the bomber he allowed to get away, with no success.

Several thousand kilometers to the southeast, 2nd Lt. Charlie Brown was also drawing blanks in his efforts to learn if the German who had spared his life was still alive. In the late 1980s, Brown learned of *J'ger Blatt*, a German newsletter for former Luftwaffe pilots. He placed an ad asking if anyone knew the name of the German pilot. Stigler saw the ad and wrote to Brown, who then telephoned him.

To confirm that he had the right man, Brown asked Stigler if he could recall what was written on the nose of his bomber. Stigler immediately replied, "Ye Olde Pub" and described the white triangle with a K on the bomber's tail.

"He said, 'It has to be you. Why did you let me get away?' At that time, I told him it was because I saw how damaged his airplane was," Stigler says, laughing. "Today, I say it's because I didn't know him as well as I do now."

That was in 1990. Today, the pair are good friends. They get together twice a year, either at Brown's home in Miami or in Canada. What do they talk about?

"Ah, two old soldiers," Stigler says. "We are like two brothers. We talk about whatever comes up."

It's about 10 years since Stigler last piloted an aircraft, but friends still take him up as a passenger. "I miss it quite a bit," he says. "Flying was my life."

The battles of his years as a fighter pilot also continue to haunt his dreams. "When I was in the Queen Charlottes (Islands), I was still fighting. Still, sometimes, I dream of it."



"Two old soldiers" ...now like brothers, meet twice a year to share their reminiscences about WWII. It's the old soldiers that know how terrible war can be, and who usually are the ones to warn against it.

National Patriotic Rally 2007



The CAF's 50th Anniversary Celebration & National Patriotic Rally

In 50 years the CAF has never had a convention; a significant showing of membership in the same place at the same time. As we celebrate our 50th anniversary, it seemed appropriate that we crown our achievements with a National Patriotic Rally of truly CAF proportions. If we could gather, programs could be designed and distributed that offer strategic tools for sustained growth. A convention would provide the golden opportunity to renew the spirit of those dedicated to the mission of the CAF and its programs. And so it began. And then a theme began to emerge... "Let Freedom Ring".

After all, since 1957 the CAF has been the world's driving force in the preservation of military aviation. Not just a repository of old warplanes, these "national treasures" serve a very important purpose in the national perspective; to remind the world what conflict has taught us about preparedness, sacrifice, honor, respect, constancy of purpose, and about ourselves...as a nation. As Ronald Reagan said, "*Freedom is always one generation from extinction*". Then there was the advice Thomas Jefferson left us when he said, "*The price of liberty is eternal vigilance.*" Advice we tend to forget.

So, in light of these prophetic statements the CAF endeavors to combine two outstanding and compelling reasons for all to gather together – to celebrate the CAF's 50 years as the greatest flying museum the world has ever seen and publicly rally to show the world we are not divided as a nation. This is a golden opportunity to reinvigorate the patriotism of a nation fueled in a show of force and a demonstration of nationalism.

LET FREEDOM RING.

National Patriotic Rally 2007

When: July 9-11, 2007

Where: Caesars Palace, Las Vegas, Nevada

How To Sign Up: Go to the official Response Form at:

www.commemorativeairforce.org/events/rally/2007/CAF%20Rally%20Response%20Form.pdf



Caesars Palace

Caesars Palace is always a must on every Las Vegas visitor's itinerary.

They currently house "A New Day"...the theatrical spectacular starring Celine Dion. On nights when Dion is not performing, the Coliseum is host to A-list entertainment such as Sir Elton John, Jerry Seinfeld, Faith Hill and Mariah Carrey.

Caesars has several first class restaurants such as the award-winning chef Bobby Flay's Mesa Grill and Bradley Odgen, which was given the impressive "Best New Restaurant 2004" award by the James Beard Foundation. Inside the Forum Shoppes there is also Wolfgang Puck's Chinois.

For those who want to take some time to relax and be pampered or for those who want a workout, Caesars has a luxurious spa and fitness center.

How about a game of golf? At Caesars Cascata golf course, guests are surrounded by an incredible view and challenged with holes and felt-like greens.

SUNDAY JULY 8, 2007

8:00 a.m. For those of you who love golf, you might want to arrive early. Planned is an optional golf outing @ Caesars Cascata golf course.

12:00 p.m. - 6:00 p.m. Registration starts

MONDAY JULY 9, 2007

6:00 a.m. Registration

12:00 p.m. – 4:00 p.m. Exhibit Hall Sponsor Recognition / Tradesho / Lunch Buffet

6:00 p.m. – 9:00 p.m. Welcome Reception / Opening Remarks / Entertainment

TUESDAY JULY 10, 2007

7:00 a.m. – 6:00 p.m. Registration
 7:30 a.m. – 9:00 a.m. Continental Breakfast
 9:00 a.m. – 9:30 a.m. Opening General Session
 9:30 a.m. – 12:00 p.m. Advisory Board Part A
 12:00 p.m. – 2:00 p.m. Exhibit Hall Sponsor Recognition / TRADESHO / Lunch Buffet
 2:00 p.m. – 3:00 p.m. Seminar Session TBA
 3:00 p.m. – 4:00 p.m. Seminar Session TBA
 4:00 p.m. – 5:00 p.m. Seminar Session TBA

WEDNESDAY JULY 11, 2007

7:00 a.m. – 6:00 p.m. Registration
 7:30 a.m. – 9:00 a.m. Continental Breakfast
 9:30 a.m. – 12:00 p.m. Advisory Board Part B
 12:00 p.m. – 2:00 p.m. Exhibit Hall Sponsor Recognition / Tradesho / Lunch Buffet
 2:00 p.m. – 3:00 p.m. Seminar Session TBA
 3:00 p.m. – 4:00 p.m. Seminar Session TBA
 4:00 p.m. – 5:00 p.m. Seminar Session TBA
 7:00 p.m. – 10:00 p.m. Gala Banquet / Ceremony / Entertainment / Keynote Presentations Featuring Oliver North
 10:00 p.m. - Closing Remarks / Invocation

Also Probable: Texas Hold 'Em Tourney / Sightseeing / Charters / Memorial Flyover

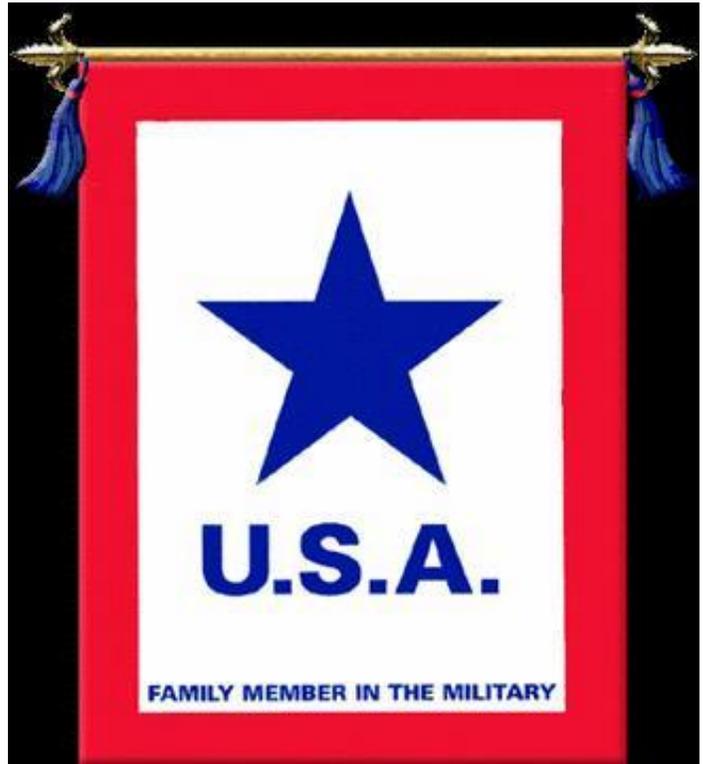
Gordon Twa Third-Place Story Winner

Col. Gordon Twa, a Wing member, has placed third in a short-story writing contest conducted by the *Ventura County Star*. Gordon is a Docent in our WWII Aviation Museum, and also volunteers as a mechanic volunteer on our C-131 Samaritan.

You can read Gordon's award-winning story at:

<http://www.orgsites.com/ca/caf-social/Mar07FltLineTheAbandonedHouseGordonTwa.doc>

Anyone Have a WWII Blue-Star Flag?



Please get in touch with Shirley Murphy in the WWII Aviation Museum if you have (or know where to get) a blue-star flag that was placed by families of servicemen during WWII in a prominent window of the home in order to signify that a member of that family was serving in the military. You can call her at (805) 482-0064.



Special thanks to Jo and Jack Brinckerhoff, seen here in the center with Greg Schuh (left) and Gil Brice (right). They have given a very sizable donation to our Wing – one which will benefit all aircraft restoration projects, as well as flyable aircraft. All our hats are off to you, Jo and Jack! We hope to see you soon so we can thank you for your gift personally!

A Pilot Gives Thanks NPR, Morning Edition, 2/07

At the University of Illinois Willard Airport, September 13, 2006, "started just like any other day," air-traffic controller David Murphy says. As Murphy tells NPR's Renee Montagne, it was early in his shift when pilot Willard Nickisch found himself in trouble. Nickisch was fighting against his autopilot, which was trying to put his Piper Seneca III into a nosedive. When Nickisch, who was flying alone, contacted air-traffic control for help, Murphy was there.

The Archie League Medal of Safety awards are given out by the National Air Traffic Controllers Association to controllers who displayed extraordinary skill in critical situations. Named for the first air-traffic controller, ten controllers from around the country receive the award in recognition of their "saves." Murphy and Yasemin Parker were recognized this year for their work guiding Nickisch to a safe landing.

"As air-traffic controllers, we put ourselves in the cockpit, and my job is to take the stress off him," Murphy said.

Pilot Willard Nickisch's Letter of Thanks

Thursday, September 14, 2006
FAA Team , Air Traffic Manager
Univ. of Illinois, Willard Airport
1 Airport Road, Savoy, Ill 61874

Dear Sir / Madam,

I would like to take this opportunity to say THANK YOU for saving my life yesterday! I have been a pilot since 1969 and currently am an airline transport pilot with my airplane multiengine land rating and commercial privileges in airplane single engine land and sea.

Yesterday I was returning to St. Louis from Michigan in my Seneca III, when I inadvertently created an activity that caused the autopilot to adjust the trim to the nose down stop, within seconds. It took both hands and my legs to straighten and maintain altitude after the initial rapid descent. Literally, my hands were full when your controller questioned my altitude. Recognizing the gravity of my situation, she responded very professionally and ultimately handed me over to another controller.

Being (that) I had disconnected the circuit breakers, thinking it was an autopilot problem, I did not have a working gyro compass. Your controller was knowledgeable about using the information he had to tell me when to turn and when to stop the turn, along with allowing me to descend altitude. He was able to direct me to a successful landing while I was flying with full nose down trim.

I have subsequently learned what and why it happened and the proper emergency steps to take should it happen in the future. However, I would not be here today if it were not for your people on duty yesterday. I am forever grateful to God (and the U.S. Government) for your being there.

Please share my thanks and gratitude to the great people who helped me to live another day.

Sincerely, Willard W. Nickisch

Rules For Flying "Old Glory"

By Rebecca Whitnall, from *YourHub.com*, *Ventura County Star*

U.S. Code, Section 7 of Title 4:

"The flag shall be flown at half-staff 30 days from the death of the President or former President; 10 days from the death of the Vice-President, Chief Justice or retired Chief Justice, or Speaker of the House of Representatives."

When flown at half-staff, the code says, the flag "should be first hoisted to the peak (of the pole) for an instant and then lowered to the half-staff position. The flag should be again raised to the peak before it is lowered for the day."

The flag should never be dipped to any person or thing. It is flown upside down only as a distress signal.

The flag should not be used as a drapery, or for covering a speaker's desk, draping a platform, or for any decoration in general.

The flag should not be used as part of a costume or athletic uniform, except that a flag patch may be used on the uniform of military personnel, fireman, policeman and members of patriotic organizations.

When the flag is lowered, no part of it should touch the ground or any other object; it should be received by waiting hands and arms.

When flags are no longer serviceable, or as the the code describes: "The flag, when it is in such condition that it is no longer a fitting emblem for display" should be destroyed in a dignified way, preferably by burning.

For more info on the flag, check out www.gpo.gov/uscode



© Photo by Larry Kates

The "new" *China Doll* nose art. The special painting (with the name of "Candy") was temporarily attached to the plane during the music video "shoot" at Channel Islands Aviation's hangar January 30. Christina Aguilera was the star of the video. In addition to *China Doll*, our SNJ-5 #290 (plus Michael O'Hearn's T-6) was involved as a backdrop to the video. Members working this project (and enjoying it immensely) were: Gene O'Neal, Charlie Valentine, Sib Bosso, Alex Ferrasci, Jeff Birdt, Dan Newcomb, Steve Barber, Marc Russell, and Ken Barger.

Wing Photo Page I



© Photo by Walt Metcalf

Gene O'Neal single-handedly cleaning up *China Doll* so that she would be most presentable when Christina Aguilera and her retinue arrived for the music video.



© Photo by Richard Seaman

Our Grumman F6F-5 Hellcat, with **Steve Barber** in the cockpit, flying formation with a Douglas AD-1 Skyraider at the Nellis AFB air show.



© Photo by www.richard-seaman.com/Aircraft/Airshows

Jason Somes, flying our Grumman F8F-2 Bearcat with an F4U Corsair at the Nellis AFB air show.



© Photo by Dan Schranze

We had the good fortune to have **Doug Matthews** in his beautiful Chance Vought F4U-4 Corsair visit our hangars recently. Doug has CAF member No. 2151, and is a sponsor for our Spitfire #NX749DP.



© Photo by Dave Flood

It's gotta be love! **Sib Bosso** getting personal with his favorite airplane, our North American SNJ-5 #290.



© Photo by Dave Flood

Al Smith (left) with **Norm Swagler**. Al has been out of action due to illness, and we hope to see him soon.

Free Flight

by Clifford Brown

I am always in awe when I look up at the wings of the Fairchild F24. I grew up in a family that made their living working with wood. I played in piles of sawdust - other kids in sand boxes. Imagining that the Fairchild's frail web of wood covered with cloth would sustain a man in flight ...is a rush.

When I was nine I started building flying model airplanes. The construction of the Fairchild is exactly like the models I use to build of slivers of soft balsa wood. I'd buy the kit, cover the plans with wax paper so the glue would not stick, lay out the ribs, stringers and frames and glue them together. Covered with thin rice paper, it became a flying airplane. But I was drawn to powered flight. I built larger models powered by small one-cylinder gasoline engines. They were called "free flights". I would start my O&R 23 with a couple of flips of the propeller, reach around and adjust the fuel needle valve and launch it skywards. The plane would climb hundreds of feet. When out of fuel it would glide back to earth, landing sometimes miles away. My name and address on a note in the plane usually resulted in a return.

The guru of "free flights" was an English actor named Reginald Denny. He had a model shop at 5751 Hollywood Blvd - in a little white one-story stucco building on a bluff. It was "Mecca." But Reginald Denny had a different twist - he was developing miniature radios that could control the airplanes. It was no longer "free flight", but radio-controlled flight. As the war started in Europe, Denny, who had been an aviator in WWI, pushed the US Army to use radio-controlled model airplanes as targets for anti-aircraft gunnery training. The military accepted the idea, and, with the outbreak of WWII, Denny started Radioplane on the northeast corner of Van Nuys airport. By the time the war ended they had built over 14,000 targets.

Although involved in the war effort, Denny kept his finger in the movie business. In 1945, a movie friend in public relations for the war effort asked Denny if he had any pretty girls working in his plant. *Yank*, The Army Weekly magazine, wanted to run a series on women in the war effort. Denny said come and take a look. The PR guy and his photographer came and took pictures at the Radioplane plant. One of those pictures made the cover of the August 2, 1945 issue of *Yank*. Reginald Denny died in June of 1967 at age 75, and Radioplane was sold to Northrop.

Story not over. Our former Wing Leader Casey de Bree still has his original Denny model airplane engine, especially designed for Denny. The photographer was David Conover, who became an author and environmentalist. The PR guy was Army Air Corps Captain Ronald Reagan, who later went into politics. The so-so pretty girl off the Radioplane assembly line was a 19-year-old named Norma Jeane Mortenson. A few years later she bleached her hair, took off her clothes for a calendar photograph and changed her name to... Marilyn Monroe.

Museum Update

by Sarah de Bree

Another month...so soon! Well then, I'll be brief.

Work on putting a brighter face on the Museum continues. Shirley Murphy is working very hard on five cabinets that had received careless facelifts in the past.

She removed paint from stainless steel and worked hard at returning the finish to the shiny gloss originally intended. This included the door handles and locks. Now she is tackling the pink paint on all of the wood and will use a very nice 'museum blue' for a new finish coat. She is dedicated to making 'the old look new again'. Jim Hinkelman is helping her by making wood side walls in each cabinet.

The *Home Front* display is also getting cleaned up with new support post and beams (thanks Jim) and new drapes and a refurbished "boy in the service" banner, both thanks to Pat Brown.

Look for things to come:

1. Thomas Van Stein art review, including the unveiling of his latest painting to be hung in the Museum. Many thanks to Thomas for his constant support of our Wing by sharing his great talent and beautiful works. I will set a date for this event as soon as a date is known for the return of the Zero.

2. A barbeque for the Wing that will be at the end of a workday. Also, exact date to follow.

3. A second Gallery day that will display a number of prints of the Robert Taylor Aviation paintings. These prints will be for sale and the owner has been generous in offering the Wing a percentage of each sale. Your support of this event will greatly benefit the Wing. The public is invited so be sure to invite anyone you know who will be interested in this style of art. I have seen some samples and the work is beautiful.

4. Movie days will soon be scheduled and will be one day each month. We will pick a workday, stop work early and enjoy getting together, eating popcorn and watch a bunch of airplanes killing a bunch of other airplanes. Had we known how difficult it would be to get spare parts for those planes we may have figured out a softer landing!

More events to come...

Until next time...

Recent Hangar Donors

by Frank Doerfler

Colonels: James Tierney, Ron Luther, Ceci Stratford.

Friends: Stephen Doerfler

Please send donations to:

CAF, So. CA Wing
455 Aviation Drive
Camarillo, CA 93010
Attn: Russ Drosendahl

Letter From Nevada

by Dean Browne

Our move to Truckee Meadows began on January 2, when our movers came to collect all our furniture and worldly belongings. At 3:00 p.m., the van pulled away from our Camarillo home, and Joan and I hurried to load up remaining suitcases and loose items – vacating at 4:30 p.m. We headed for an overnight stay in Bakersfield, planning an early departure for our next day's drive through to Sparks, Nevada. Again, we beat the weather over Tejon Summit, as hurricane-force winds were forecast that evening.

Likewise, on January 3 we had to beat the incoming winter weather front over Donner Summit, so we made only a brief stop at our Roseville, CA family home. We topped the Summit with snow flurries flying; and arrived at our motel by late afternoon. The next morning, we met the moving van at Villa Toscana early; and, as the movers were unloading our belongings, the temperature began to plummet, as the storm swept in.

The next morning, we awoke to a fresh dusting of snow – about two inches deep. The snow turned everything into a beautiful whitened landscape, especially the Sierra Range, whose peaks were also topped by a cold-looking, thin layer of clouds. It was a dramatic and spectacular welcome to us in our new Toscana home!



We've met many wonderful and interesting people here at Toscana at the three events we've attended. – between unpacking boxes and putting things in their places – so we're really looking forward to joining the many Toscana activities and events and getting involved in the homeowners' association! A couple of our neighbors are connected with the Reno Air Races organization, and I plan to get involved with its year-round planning activities.

It came as a shock to me when I learned, upon a visit to an ophthalmologist, that I have advanced glaucoma. I'm now scheduled for surgery on my first eye this coming week, and on my other eye the following week. It's an eleventh-hour attempt to rescue my severely reduced vision. At

least now Joan and I know why I've had problems with vision and coordination for the past several months. Good news is that my extensive blood work all came back great, especially my low cholesterol, which Joan envies.

The Truckee Meadows is a magnificent area, with the majestic and rugged Sierra Nevada to the west, and the Virginia Mountain Range along the eastern side of the valley. We live at the valley's northern margin, at an altitude of 4,460 feet. Today, taking advantage of the unseasonably warm and dry weather, we took a spin up Mr. Rose Highway, over the highest open year-round pass in the Sierra. These mountains are suffering their driest and most snowless winter in years. The views were astonishing and panoramic, and when we topped the pass and saw the Lake Tahoe Basin sweeping to the west below us, we were awed at the breathless scenery! There was no snow on the ground along the lake, and snow was only found in the woods at higher elevations, much of it only on north-facing slopes. All of this does not bode well for summer in California and Nevada, the driest states in the nation!

The people here are the friendliest and most helpful we could hope to discover – a great encore to our seven years with Ventura County and CAF friends!!! Please know you are always welcome in our home, and to spend a visit with us – just give us a call or send an e-mail – just to be sure that we'll be here, as travel is one prime motivator for our relocation here. We look forward to exploring the Great Basin, Pacific Northwest, Rockies, Canada, and Alaska from our lovely, warm and happy new perch here in Villa Toscana!



Take care, everyone, and God bless.

Dean & Joan Browne
1840 Corleone Drive
Sparks, NV 89434

(775) 355-1840 (Home)
(775) 842-6460 (cell, Dean)
(775) 842-6461 (cell, Joan)

Wing Photo Page II



Chuck Kelly (L) and Terry Cedar in the cockpit of the C-131 Samaritan, ready to take off to another air show.



© Photo by Casey de Bree

Chris Rushing making like a statue in front of our F6F. He recently posed for De L'Esprie, a sculptress who is doing a bronze statue of Donald Douglas.



Scott Drosos of our Wing flies 747-400s for Atlas Air, and sends journals of his travels from Hong Kong, Shanghai, Auckland, Melbourne, Male, Frankfurt, and points in between. It's no stretch of the imagination that a future journal will include his description of his approach and landing on this well-known destination.



© Photo by Dave Flood

Our good friend, Dave Long, with that well-known smile. Dave has gone through tough times recently, and we miss him at the hangars. He'd like to hear from his friends. His number is: (805) 497-8306. Call him.



Look closely, and you'll see the sailors in their whites lining the flight deck of the USS Ronald Reagan as they pay tribute to their comrades who went down with the USS Arizona on Dec. 7, 1941. God Bless!



Here's a "Mystery Photo" of an airplane. We want you to let us know what airplane you think it is. We'll print the names of those who got it right in the April issue.

Send your guess to: Dave Flood, Editor, CAF – So CA Wing, 455 Aviation Drive, Camarillo, CA 93010.