

Flight Line

The Official Publication of the CAF

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



Shirley Murphy receiving an affectionate award from her fellow Wing members.

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© Photo by Dave Flood

The PBJ Restoration Team – “the hanging posse.” They had just completed the first hanging of the right wing on the PBJ-1J, and their smiles indicate how pleased they are with the outcome.

From left: Dave Neel, Jerry Burkhardt, John Syrdahl, Scott Drosos, Ken Barger, Jeff Birdt, Marc Russell, and Dan Newcomb. See more photos on Page 11.

**Wing Staff Meeting, Saturday, March 12, 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.

March 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Museum Open 10am to 4pm Every Day Except Monday and major holidays		1 Work Day	2	3 Work Day	4	5 Work Day W/B Appreciation & Battle of Britain Day
6	7 Museum Closed	8 Work Day	9	10 Work Day Air Show NAF EI Centro	11 Docent Meeting 3:30 Air Show NAF EI Centro	12 Work Day Wing Staff Meeting 9:30 NAF EI Centro
13 Daylight Savings Time Begins	14 Museum Closed	15 Work Day	16	17 Work Day	18	19 Work Day
20	21 Museum Closed	22 Work Day	23	24 Work Day Air Show MCAS Yuma AZ	25 Air Show MCAS Yuma AZ	26 Work Day Air Show MCAS Yuma AZ
27	28 Museum Closed	29 Work Day	30	31 Work Day	Museum Open 10am to 4pm Every Day Except Monday and major holidays	

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* Denotes Staff Position				

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Wing Staff Conference, Midland

The CAF's 2011 Wing Staff Conference will be held Thursday, February 24 through Sunday, February 27, 2011 at CAF Headquarters in Midland, Texas.

Representing our Wing at the conference will be Wing Leader Steve Barber.

Seminars concerning CAF business include:
"Everything You Ever Wanted to Know About the Unit Manual But Were Afraid To Ask";
"CAF Membership Recruiting/Retention";
"Grant Writing"
"Educational Programs";
"Fundraising and Event Planning";
"Library Science";
"Finance, Aircraft Accounts & Taxes";
"Safety, Insurance, Operations and Maintenance";
"Collections & Preservation";
"Exhibits & Interpretation."

A highlight of the conference will be the CAF Hall of Fame and Awards Banquet to be held Saturday night.

2011 Wing Air Show Schedule

Mar 10-12	El Centro NAF	F6F, F8F
Mar 24-26	Yuma MCAS	F6F, F8F, P-51, Spitfire, Yak-3

If you plan on attending, please check us at 805-482-0064 before you go, as air show plans often change.

Hangar Fund Donors

by Russ Drosendahl

Donors during the fourth quarter, 2010, included:

Jack Rogers S. Doerfler Russ Drosendahl

Many thanks to these members / friends of our Wing for their generous contributions to help us "Keep 'Em Flying!"

Volunteer Man Hours for Year 2010

The following information has been submitted by our Personnel Officer, Norm Swagler:

The following data was compiled from weekly/monthly data sheets filled out by active volunteer members of our Wing for the year 2010. They include hours donated by Cadets.

Restoration/Maintenance Volunteers	18,752 hours
Museum/Docent Volunteers	8,979 hours

Grand Total Volunteer Hours - 2010 27,731 hours

We can all be proud of this record. Let's keep it up!

Celebrating Our Thirtieth Year

By Pat Brown & Ron Fleishman

Here is a list of major Wing events during the years 1981 to 1985, compiled in chronological order by Pat, with notes by Ron:

- March 20, 1981 - First Squadron general meeting – Van Nuys Airport;
- June 26, 1981 - 4th meeting and the C-46 (then called "Humpty Dumpty") is now the responsibility of the Squadron;
- Sept. 5-6, 1981 - First air show at Van Nuys Airport. We had a booth and sold out our first Yosemite Sam patches and T-Shirts. *Note: our C-46 did not make the air show as it ran off the runway and into the mud at Conroe, Texas.*
- Oct. 8-11, 1981 - Airshow 1981 – Clay Lacy, Bob Van Ausdell & John Bell got Check Flights In "our" C-46;
- Oct. 12, 1981 - Pilots Bell & Van Ausdell fly "our" C-46 For 7½ hours to Van Nuys Airport from Conroe, TX. Clay Lacy donated fuel. *Note: Also on board: Ron Fleishman, F/E; passengers Jerri Fleishman, Joe Tidwell, and "Scotty."*
- June 11, 1982 - C-46 is moved to new home at Camarillo Airport. *Note: Van Ausdell, PIC; Ron Fleishman, F/E; Horst Wallasch, F/E *2.*
- Sept. 24, 1982 - Ceremony at Van Nuys Condor Squadron where our Squadron officially became a Wing. Commissioning ceremony for 11 new members. Special Guests included actor Robert Stack. LA Mayor Bradley proclaimed it "Confederate Air Force Day" in LA. *Note: among the new members were The first lady colonels: June Hubbard, Janet Main, Jerri Fleishman, Pat Brown, Jary McCay, Virginia Showers, And Linda Daniels. The certificate of Mayor Bradley is posted in our C-46.*
- May 14, 1983 - We flew the C-46 over the Grand Opening Ceremony of the Spruce Goose Exhibit next to the Queen Mary In Long Beach.
- February, 1984 - The SNJ #290 was donated to the CAF by six of the So CA Wing Members.
- April, 1985 - We repainted the C-46 at Van Nuys Airport. It took 3 weeks to strip and repaint the aircraft ourselves, with some Direction from Mike Pupich.
- Summer, 1985 - Northwest Tour with a group of WWII Aircraft. This was our first tour Experience. Moved to nose hangar from east end Of Camarillo Airport.

To be continued in next month's issue

U.S. Naval Air Centennial: 2011 Before The Blue Angels – There were The Three Seahawks

"In the fall of 1927, Lt. D. W. Tomlinson was authorized to proceed via Spokane, WA, on the return flight of an FB-5 from the Seattle Boeing factory to North Island, CA, so that he might observe the National Air Races. From North Island, three Naval aviators, each from a different squadron with different types of aircraft, were ordered to Spokane to represent Naval Aviation.

The Army Air Corps was represented by its aerobatic team, *The Three Musketeers*. The Marine Air Corps sent its aerobatic team of Rogers, Sanderson and Towers.

The *Musketeers*, superbly trained and led by Jim Doolittle, stole the show. Thanks to Jim's engineering background and ingenuity, the carburetors of the D-12 engines in their PW-8s had been fixed to run at full power, inverted. This was accomplished by the simple trick of plugging the fuel line to the carburetor with solder, then drilling the right-size hole through the plug to form a master jet which fed the correct amount of fuel for full power. Without the modification, the float mechanism normally failed and flooded the carburetor during inverted flight. This was a decisive advantage and safety factor when performing low-level aerobatics involving flight with negative G.

Thus, the AAC's *Musketeers* were able to perform smooth, perfectly executed loops, slow rolls and inverted flight. The airmanship of this team amazed and pleased everyone.

Though the Navy contingent, with its ill-assorted airplanes flew together, the result was less than impressive. Tomlinson was burned up at having to helplessly watch the *Musketeers* carry off the honors. He determined that before the next National Air Races, scheduled for September, 1928 at Mines Field, Los Angeles came around, Naval Aviation would have an aerobatic team. It happened that Tomlinson, in addition to being a Naval aviator, had for five years owned and flown JNs, utilizing his off time as a stunt pilot and barnstormer.



Navy's Boeing F2B-1 Fighter

Tomlinson was no sooner on the ground at North Island, where he was Exec Officer of VF-6, than he began to fix the carburetor in every plane in his squadron (on the QT).

Navy regs required bureau approval, but competitive camera gun practice with VF-1 was on the schedule. What a surprise the VF-1 boys got when they tangled in mock combat with VF-6's F2Bs, which ran at full power inverted. There was never any kickback from the bureau.

Also, the Exec screened the younger gung-ho pilots fresh out of Pensacola for the two most promising aerobats to become his wingmen. Very soon, he, with Lt. Jg W. V. Davis, Jr, and A.P. "Putt" Storrs, used every opportunity to practice close-in 10-foot wing and tail formation flying. They progressed to aerobatics, loops, vertical turns, wing-overs and inverted flight – always above 1,500 feet when anywhere near North Island.



The Three Seahawks, (from left) Lt. William V. Davis, Jr, Lt. Daniel W. "Tommy" Tomlinson, and Lt. A.P. "Putt" Storrs.

Before the name "Three Seahawks" was adopted, they were sometimes referred to as "The Suicide Trio," due to their act of flying with their wings tied together.

Well before Squadron VB-2B (successor to VF-6) flew aboard the USS Langley for a fleet cruise to Hawaii in the spring of 1928, the stunt team was practicing at ground level. Inevitably, word of the team's activities worked up to Rear Admiral Reeves, Commander Aircraft Squadrons, Pacific Fleet. On arrival in San Francisco, Langley aircraft were to put on a show over the city. Word was passed down that VB-2B's exhibition team was to break off after the parade and do its act. No restrictions were given. San Franciscans along Market Street and in adjacent tall buildings were startled to see an F2B flying inverted down Market Street below the tops of the taller buildings. Other aerobatics were carried out a trifle more discreetly. The perpetrators held their breath, but there were no repercussions.

Upon return to North Island, the stunt team took advantage of every opportunity to polish its bag of tricks. Since the previous fall, the team had been referred to by several appellations which we did not consider suitable. Putt Storrs, in the course of a discussion of possible names, suggested *The Three Seahawks*, and that name stuck.

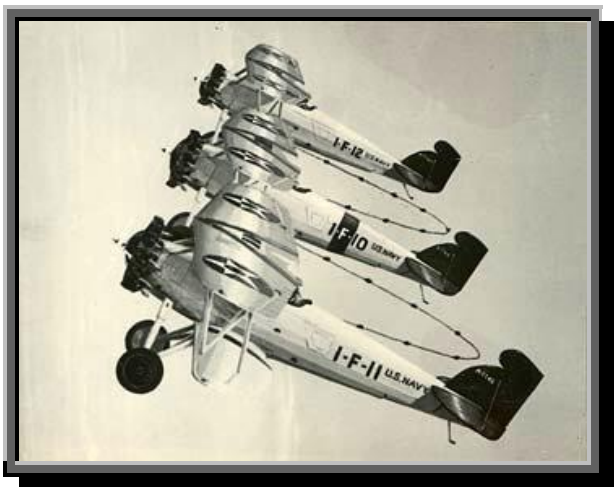
Tomlinson, the leader of *The Three Seahawks*, had succeeded to command of VB-2B. He had orders for *The Three Seahawks* to peel off from the squadron after the

mass flyby (in honor of the opening of Lindbergh Field, San Diego in the summer of 1928), and put on a demonstration in front of the reviewing stand. Again, there had been no mention of restrictions. This was a chance to break the ice. The team would either be selected to represent the Navy at the coming National Air Races, or they would be in deep trouble. As General of The Army MacArthur once said, "It is the order you disobey that makes you famous."

The Three Seahawks squared away to make a diving approach parallel to the stands, so that the tips of the inside wingman's plane would clear the outside of the stands by about 50 feet. Directly in front of the stands, when the leader's wheels were raising dust, the team pulled up for the first loop. We were almost close enough to count the whiskers in Rear Admiral Reeves's beard. People in the stands ducked as we came in. Two similar loops followed.

The team then approached again from the east, into the wind and away from the city, and passed close in front of the stands, with the leader inverted and the wingmen cocked up, flying on the side of the fuselage. Upon recovery, the team climbed several hundred feet and, in good view of the stands, performed formation slow rolls, wing-overs, vertical turns, et al., in close order. Nothing like that had ever been done before in public – especially under the nose of Navy brass.

Rear Admiral Reeves congratulated *The Three Seahawks*. (It was a foregone conclusion that VB-2B would fly for the Navy at the coming National Air Races.)



***The Three Seahawks* performing their aerobatics in front of Navy brass at San Diego.**

At the National Air Races at Mines Field, Los Angeles, in September, 1928, VB-2B took off each afternoon with 15 F2Bs in five three-plane sections, with *The Three Seahawks* in the lead. *The Three Seahawks* began their demonstration heading west into the wind, doing four consecutive wing-and-tail formation loops. The team then maneuvered to the west to come in downwind parallel to the stands, with the inside wingman just clearing the

stands, about 50 feet up. At the edge of the field, the leader half-rolled to inverted and the wingmen cocked up, flying on the side of the fuselage. In this formation the team flew the length of the field in front of the stands. At the eastern edge of the field, the leader rolled upright and the team maneuvered to come back across the field (in front of the stands) at about 200 feet, doing formation slow rolls. The next act was the "squirrel cage loop," with the planes spaced 120 degrees apart, each making three loops. The team then climbed, separated, and took position for a three-way dive-bombing attack from 5,000 feet – on a target in front of the center stands. The attack and pullouts were closely timed so that it appeared as though the three planes passed over the target virtually at the same time. Actually, this was pretty hairy a couple of times. Collision seemed inevitable. The roar from the crowd was great! The act really shook the crowd.

The resulting nationwide favorable publicity was so great that, in the following years Naval Aviation was always represented at the National Air Races at Cleveland, Ohio. However, the name of the team, *The Three Seahawks* was never used again. But a tradition had been established, and, after WWII Naval Aviation commissioned the *Blue Angels* as a full-time unit and demonstration team."

At the end of 1929, the three pilots, Tomlinson, Davis and Storrs received new assignments and *The Three Seahawks* team was disbanded, never to fly together again. Now you know the "Rest of The Story."



Editor's Note: In 1944, I was thirteen years old and living at Patuxent River Naval Air Test Center, MD. We had a Boy Scout Camp, and at one outing, the base commander, Capt. A.P. Storrs, attended. That's Capt. Storrs, the former *Three Seahawks* pilot, sitting at center left. My father, CPO Harold Flood is on the far left, and I am sitting on Capt. Storrs's left.

+++++
 Thanks to D. W. Tomlinson and the *Naval Aviation News*, April, 1979 for excerpts of the article from this issue.
 "We progress only by standing on the shoulders of giants."
 A paraphrase of a quote by Sir Isaac Milton.

U.S. Naval Aviation Centennial: 2011
Blue Angels' Planes: 1946 to Present



Grumman F6F Hellcat – June-Aug., 1946



Grumman F8F Bearcat - 1946-1949



Grumman F9F Panther – 1949 - 1954



Grumman F9F-8 Cougar – 1954 - 1957



Grumman F-11F-1 Tiger - 1957 – 1969



McDonnell Douglas F-4J Phantom II - 1969 – 1974



McDonnell-Douglas A-4F Skyhawk – 1974-1986



McDonnell Douglas F/A18 Hornet – 1986 - Present

Wing Photo Page I: Navy Centennial Celebration, San Diego



© Photo by Gene O'Neal

Ken Gottschall starting his journey in the SNJ-5 #290 to San Diego for the Navy's "Kick-Off" celebration to inaugurate their Naval Aviation Centennial.



© Photo by Gene O'Neal

Capt. Mark Hubbard, USN, in the cockpit of our Hellcat, taxiing out to fly to San Diego to represent our Wing in the Navy's huge fly-over. Over 180 planes from every Naval Aviation era flew singly and in formations down the North Island NAS runway.



© Photo by Gene O'Neal

A replica of the Navy's first plane, the Curtiss A-1 Triad seaplane, takes off. It came from the San Diego Air & Space Museum. A great reminder of the early days of Naval Aviation.



© Photo by Gene O'Neal

Here's Mark Hubbard flying our F6F-5 Hellcat in front of the crowd of 70,000 that attended the Navy fete. Gene O'Neal was there with his still camera and his videocorder to record the historic events. Gene left Camarillo at 0330 to get to San Diego before the North Island NAS opened. We're glad he did!



© Photo by Gene O'Neal

Another significant Navy vintage aircraft is this wonderfully-restored Boeing Stearman Model 75. Many of our WWII airmen began their training in this plane.



©Photo by John Gastaldo

A formation of Marine helicopters flying as part of the huge Navy fly-over, with the skyline of San Diego in the background. Navy, Marine, and Coast Guard planes were represented in the memorable fly-over. Naval Aviation will be celebrating its 100th anniversary during 2011 with many appearances of Navy aircraft at air shows. Our Wing will be part of that celebration.

Flying the LCF:Dreamlifter by Scott Drosos, Captain, Atlas Air Cargo and member, CAF-SoCAWing



Boeing's Large Cargo Freighter (LCF), better known as the "Dreamlifter"

On January 13th of this year I had the exciting opportunity to fly one of the world's most unique airplanes, the Boeing Large Cargo Freighter, or "LCF". The LCF is a 747-400 cargo aircraft that has been specially modified to enable it to transport large wing and fuselage components for Boeing's new 787 "Dreamliner" passenger airplane. Thus it has been nicknamed the *Dreamlifter*.

The new 787s are being assembled at the Boeing factory at Everett, Washington, as well as a new assembly plant at Charleston, South Carolina. Large subsections of the airplane are being built by various Boeing suppliers throughout the world, including factories in Japan, Italy, and South Korea. To bring these large pieces to the US for final assembly, Boeing had four 747s specially modified with greatly enlarged fuselages to accommodate the unique cargo.

To allow loading of the giant component pieces, the LCFs were built with what's known as a "swing tail". The rear portion of the fuselage, including the tail, actually swings open on large hinges in a very complex and precise process, controlled by a unique GPS-guided tug. There is only an inch or so of clearance on either side in the cargo compartment when hauling large fuselage sections, so loading and unloading are accomplished with specially built loaders using a laser-guided system for accuracy. It's all really quite ingenious.



Boeing, however, is an aircraft manufacturer, and not an airline. That's where our company came in. Since we are the largest operator of 747 cargo aircraft in the world, we were contracted to fly the LCF airplanes for Boeing using our pilots. I had been given a special training course to qualify me to fly this very unique airplane, but had not yet actually gotten my hands on one – until now!

When my first officer and I arrived at the airport that day we were issued special Boeing badges and then driven to the waiting airplane on the ramp, which was parked near several brand new 787s in the final stages of completion. Although the 787 is a wide-body airplane, it looked tiny in comparison to the giant Dreamlifter. One couldn't help but be impressed walking up to it!



**The "Dreamlifter" on the ramp at Everett
It was an impressive airplane!**

Like a kid with a new toy, I climbed all over the airplane, checking everything out, especially the cavernous cargo bay. Standing in it, I felt like I was actually in a big empty warehouse! Unlike a normal 747 freighter, the cargo bay is un-pressurized, so a massive pressure bulkhead had been added at the forward end of the fuselage. Because it is impossible to access the cargo bay in flight, a special camera system had also been added so that the pilots can monitor the area for possible smoke or fire, shifting cargo, etc. It was just one of numerous system differences between this aircraft and the ones I normally fly. Except for the camera system, the cockpit itself was almost identical, though, and sitting in the pilot seat felt and looked the same as in any other 747.



The cargo bay camera system

Looking out the front windows you couldn't tell how large an airplane you were flying!!



Me on the main cargo deck. I felt like I was in a warehouse !

My first LCF flight was to be a reposition flight from Everett Field to Charleston. Thus, the airplane would be empty, except for giant metal fixtures, normally used to support the cargo in transit. These racks themselves weighed over 30,000 lbs. I was glad they were there, as an empty LCF is very tail-heavy, so extra fuel must be loaded as ballast to keep the CG (center of gravity) within range. The weight of the fixtures however, moved the CG forward enough to avoid having to deal with ballast fuel.



Taxiing out, we passed another LCF parked on the ramp

Because of the swing tail, the airplane also has no APU (auxiliary power unit), so electrical and pneumatic power for engine start had to be provided by ground equipment. The LCF also has Pratt and Whitney engines, which are

quite different from the rest of our fleet, which are GE-powered. That also took a little getting used to, and I had to learn some new limitations and procedures.



Empty space in the front, below the cockpit

When we were ready to go, the engineers at Boeing towed us virtually to the end of the runway, where we started the engines and gave them the okay to disconnect the ground equipment. From there we were on our own. Since I really wanted the experience, I opted to fly this leg, rather than let the copilot take it. I didn't have far to taxi though, since we only had to make one turn to get onto the runway. I did notice that the airplane swayed a bit in the turn, indicating that it was a little top-heavy.

From that point on though, the flight was as normal as any other flight in a 747. We got a few laughs en route, when an air traffic controller pointed us out as 747 traffic to another airplane. When the other pilot got us in sight he responded with "That was an A-380, wasn't it?" The controller of course, didn't know what he was talking about. I'm sure both of them ended up wondering what the heck was going on!



The lower cargo deck, under the main deck

The most common question people have about the LCF is what it feels like to fly it. I can honestly say that other than some peculiar airframe rumbles on occasion, it really didn't feel any different. I even managed to make a great landing in it upon arrival at Charleston. As I climbed down the stairs at the end of the flight I felt a bit like the captain of a ship. It really is almost that big! It was another career milestone for me, and something I will always remember.

A Memorable Day In Navy History

By Gene O'Neal



© Photo by Gene O'Neal

Here's Gene with one of "his airplanes," the F/A-18 Super Hornet, in a Navy Heritage Project paint scheme, the colors of the new Navy camouflage uniform style.

I have lived by the motto: the best way to enjoy an air show is to arrive early and stay late – and avoid all the traffic.

I wanted to be on hand for the Big Fly-By in San Diego to mark the 100th anniversary of U.S. Naval Aviation – so I was on the road at 0330 from Camarillo on February 12. That put me at the North Island Naval Air Station way ahead of the crowd. Free access to a huge static display of all types of Navy aircraft – spanning the years from 1911 to the present – permitted me to be able to take great photos. I also enjoyed myself immensely.

I also saw the replica of the Curtiss A-1 Triad pusher aircraft (circa 1912) launched into the water, taxi around, and finally become airborne. What a treat to see an historical Navy aircraft actually fly! It was from the aircraft collection of the San Diego Air & Space Museum.

Our CAF SNJ-5 #290, piloted by Col. Ken Gottschall, and our F6F-5 Hellcat, piloted by Navy Captain (and CAF Col.) Mark Hubbard were both in the Parade of Flight – a huge flyover of over 180 Navy aircraft from all eras. What a sight!

It is hard to believe that, during the 100 years of Naval Aviation, I actually worked for thirty-four of those years directly with the U.S. Navy and U. S. Marine Corps as a Technical Representative for McDonnell-Douglas on their F4 Phantom and F/A-18 Hornet aircraft. Then I worked additional years, and am still involved with maintaining vintage Navy aircraft for the Commemorative Air Force!

GO NAVY !

Note: See more of Gene's photos on Page 7.

Our Spitfire is Going to Flex Its Wings!

Commemorating the 75th Anniversary of the First Flight of the Spitfire, March 5, 1936, and the Battle of Britain

The throaty roar of aircraft will sound in the skies and the Battle of Britain will be recounted on March 5, 2011 at the Commemorative Air Force (CAF), Southern California Wing Aviation Museum, 455 Aviation Drive, Camarillo, CA.

This is the third Warbird Appreciation Day. This one will be featuring our Supermarine Mk.XIV Spitfire. During World War II there were over 22,000 Spitfires produced, of which 957 were Rolls-Royce Griffon powered. John Woolley, CAF Museum Director and Executive Officer, stated that during the course of the war there were 24 different Spitfire types, of which ours is the Mk.XIV. This aircraft saw service late in the war in India and Southeast Asia.

These were the fastest and most powerful of the series and the first allied aircraft to shoot down the jet powered German Me.262 fighter. It was also credited with destroying over 300 German V-1 buzz bomb rockets.

The CAF acquired its Spitfire in 2005. The plane has undergone more than five years of restoration, including a refurbished Rolls-Royce Griffin engine.

The Mk.1's, first in the series, became the symbol of the British war against Germany during the historic Battle of Britain, fought during the Summer of 1940. The March 5th celebration will feature guest speaker Clyde East, who flew Spitfires for the RAF and the USAAF. Museum Director, John Woolley will give an overview of the Battle of Britain. Walt Metcalf, Docent Director, will talk about his father, who flew with RAF 242 Squadron and lost his life during the battle. Ron Fleischman, Wing Historian, will give an overview of the principal aircraft in the Battle of Britain. Terry Tegnazian, book publisher, will talk about the Polish RAF 303 Squadron which was credited with destroying more German aircraft than any squadron during the conflict. David Baker, CAF Spitfire crew member, will give the history of the CAF Wing Mk.XIV. This program will be followed by a fire-up and a fly-by of the Mk.XIV, piloted by Steve Barber, CAF Wing Leader.

The Museum opens at 10:00 a.m.; the program will begin at 11:00 a.m. There will be guided tours by Wing Docents and an opportunity to meet with presenters, Spitfire crew, pilot, and to view the various Wing aircraft.



Wing Photo Page II



© Photo by David Casey

Our stellar Spitfire Restoration Team on the staircase at the famous RAF Club in London. They were guests of the RAF Club during their recent visit to Britain.

From left: David Casey, Jennifer Bauman, Greg Bauman, Jessica Bauman, Alan Gaynor, Colin Bedding, Robert Seeger, Les Bedding and David Baker.



© Photo by Jessica Bauman

Our Spitfire Mk XIV over the Pacific Coast Highway and Malibu, with Steve Barber in the cockpit. We will be having a tribute to the Spitfire and to the Battle of Britain on Saturday, March 5, 2011, the 75th anniversary of the first Spitfire flight. Featured at the special event will be Clyde East, who flew Spitfires and Mustangs, for both the RCAF and the USAAC. Also participating will be the publisher of a book on the Polish fighter pilots who flew for the RAF during the Battle of Britain – the famous 303 Squadron. Talks on the Battle of Britain and the history of the Spitfire will be given by John Woolley, Ron Fleishman, Walt Metcalf and David Baker. Our Spitfire will be flying!



© Photo by Dan Newcomb

The PBJ Restoration Team brain trust contemplating the imminent hanging of the right wing – making sure all contingencies have been covered.



© Photo by Dan Newcomb

Here's the crane in action, with the team aligning the wing prior to fastening all those bolts. This was a "Red-Letter Day" for the PBJ Restoration Team. They could use help from you to give them support in their efforts to get their plane back in the air. If you would like to be part of their team, and contribute whatever you can, they would really like to hear from you. Send your donations to : CAF-SoCAWing, 455 Aviation Drive, Camarillo, CA 93010 Attn: Casey de Bree. Be sure to mark "PBJ Donor" on the envelope. Many thanks from all of us!



© Photo by Dan Newcomb

The wing is on! Now comes the checking on the attachments and alignments before they take it off, work it more, and finally attach it for good.

Iwo Jima Survivor Jerry Yellin Joins Others to Commemorate the Battle's 65th Anniversary

March 10, 2010

Jerry Yellin enlisted in the military when he was 18 years old in 1942, and as a P-51 fighter pilot participated in one of the bloodiest battles of World War II on the Japanese island of Iwo Jima.

Although the memories of death are still painful for him, last week Yellin was among the veterans who gathered on the island - now known as Iwo To - to commemorate the battle's 65th anniversary, according to CNN.

The 87-year-old told the news provider that he harbored ill feelings towards the Japanese for many decades after the war, until his son married a Japanese woman whose father had been a pilot in the Japanese Imperial Army Air Service, and also flew missions in Iwo Jima.

Initially, the two families opposed the marriage, but reconciled shortly before the wedding. "[When] my son got married and started having children my whole life expanded," he said, quoted by CNN.

"I saw that human beings were killed in the war, and they were kind people, they were bright people, and now they're my family," he added.

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[Healing the Hidden Wounds of War](#)
[by Jerry Yellin](#)



Army Air Corps Captain Jerry Yellin was just 21-years-old when he flew missions over Japan from airfields on Iwo Jima during World War II. That's him on right.

I was one of the 16 million people who served our country in World War II. Just 18 when I enlisted, I was 19 when I graduated from flight school at Luke Field in Phoenix, Arizona, and three weeks into my 21st year when I landed on Iwo Jima.

I quickly became familiar with death.

On March 7, 1945, our squadron landed on a dirt runway at the foot of Iwo Jima's Mount Suribachi. I looked out at the landscape as I taxied my P-51 Mustang to our parking area and saw huge piles of dead Japanese soldiers being pushed into mass graves, the sight and smell indelibly imprinted on my mind. It was a shocking sight for such a young man to see.

Our squadron area was next to a Marine mortuary where hundreds of dead Marines were being readied for burial. The fighting was fierce on the eight-square-mile island situated 650 miles off Japan's southern coast. Nearly 7,000 Marines and 21,000 Japanese soldiers lost their lives there.

I flew 19 long-range missions over Japan from Iwo Jima with 11 young pilots; all of them friends, who did not return home. Over the course of the war, I flew with 16 pilots who did not come back. On one mission, Al Sherren, my classmate from flying school called in, "I'm hit and can't see," and he was gone. Robert "Pudgy" Carr also disappeared that day. He was my tent-mate. Three of those killed were my wingmen. Danny Mathis was lost in a mid-air collision along with 26 other fighters the day my wisdom teeth were pulled and I was grounded. Dick Schroepel died following me on a strafing run over Chichi Jima, and Phil Schlamborg disappeared from my wing in the clouds on August 14, 1945 – the day the war ended.



The 78th Fighter Squadron, Army Air Corps Captain Jerry Yellin's squadron, sits on the No. 1 airfield near Iwo Jima's Mt. Surabachi in 1945.

All of us knew who we were fighting and why. Then it was over. One day a fighter pilot, the next a civilian. No buddies, no airplane, nothing to hold on to, and no one to talk to. Life, as it was for me from 1945 to 1975 was empty.

The highs I had experienced in combat became the lows of daily living. I had absolutely no connection to my parents, my sister, my relatives, or my friends. I listened to some of the guys I knew talk about their experiences in combat and I knew they had never been in a battle let alone a war zone. No one that I knew who had seen their friends die could talk about it. The Army Air Corps had trained me and prepared me to fly combat missions, but

there was no training on how to fit into society when the war was over and I stopped flying.

I was not able to find any contentment, any reason to succeed, any connection to anyone that had meaning or value. I was depressed, unhappy, and lonely even though I was surrounded by a loving wife and four sons. That feeling of disconnect, lack of emotions, restlessness, empty feeling of hopelessness lasted until 1975.

In 1975, I learned a technique called Transcendental Meditation (TM). In just a few months life became meaningful to me and now, at 86 years of living, I can say that this meditation has brought me peace and contentment.

War is always difficult for those on the front lines, but today's wars are being fought in the countries of our enemies, on their territory, their homeland, and their cities, with no distinguishing uniform. There are no established front lines or objectives to capture. Every citizen can be looked at as "the enemy," every road is dangerous to travel and every pile of garbage might explode from a hidden IED.

As I write this today, in October 2010, there have been 5,745 of our servicemen and women killed and 86,175 evacuated because of wounds or illness. That's 21.7 percent of the approximately two million who have seen combat duty.

It has been estimated by some private organizations that up to 25% of those who have served since 2001 may seek treatment for post traumatic stress.

I am a recovered PTSD veteran. Meditation made a difference in my life. Maybe it can work for others as well.

This is an excerpt from Jerry Yellin's book *The Resilient Warrior*. ★



Jerry Yellin, sitting in a familiar seat in a P-51D Mustang, the plane he flew missions to Japan in many years ago in WWII. He and his comrades were certainly "Resilient Warriors."

When All Else Fails, Read The Instructions

by George Pezzini

What I will relate to you is a true story that happened while I was in the Regular Air Force at Long Beach, in the old days, circa 1949-1950.

I was stationed at what was then called Long Beach Air Force Reserve Training Center based at Long Beach Airport - across the field from the Douglas Plant. It has now been decommissioned and sold off for commercial development. I tried to research this Reserve Base but had no luck finding anything about it.

The principal airplanes were the B-26 and Beechcraft C-45 - a twin-engine tail dragger with twin vertical stabs. The reservists would come out on weekends and train on these planes and accumulate hours. Our job was to support the Reserve Unit.

One Sunday, two reservists were flying a Beechcraft and as they were coming in for a landing, they radioed the tower and stated that the wheels would not come down. Tower had them go through the check lists and still the pilot could not get the wheels down.

Back then the strip between the runways was covered with grass. So the pilot requested a belly landing on the grass. His request was granted. Well, he made a nice wheels-up landing and the crew chief went out with wing jacks and asked the pilot if he used the emergency hand hydraulic pump to lower the gear.

The pilot pretty much said, "What pump?". So the crew chief got the plane up on the jacks and proceeded to lower the gear with the hand pump. Then he berated the Reservist.

So the moral of the story is, "Men never read instructions or ask for directions".

The above incident happened 60 years ago, but I think that I remember it correctly.



Beechcraft C-45 Expeditor

The Battle of Britain

July – October, 1940



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