

Flight Line

The Official Publication of the CAF
Southern California Wing
455 Aviation Drive, Camarillo, CA 93010
(805) 482-0064

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© Photo by Dave Flood

Newly overhauled *Hellcat* engine

Visit us on line at www.cafsocal.com



© Photo by Dave Flood

Col. Bill O'Neill, one of the stalwart members of our Wing. Bill serves as a Docent, as a member of our Finance Committee, and has been the guiding force behind our successful Ride Program, started with the SNJ-5 Texan #290. See Page 5 for Bill's story.

Wing Staff Meeting, Saturday, March 17, 2012 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 2012

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 Museum Closed	6 Work Day	7	8 Work Day	9	10 Work Day
11 Daylight Savings Time Begins	12 Museum Closed	13 Work Day	14	15 Work Day	16 Docent Meeting 3:30	17 Work Day Wing Staff Meeting 9:30 St. Patrick's Day
18	19 Museum Closed	20 Work Day	21	22 Work Day	23	24 Work Day
25	26 Museum Closed	27 Work Day	28	29 Work Day	30	31

STAFF AND APPOINTED POSITIONS				IN THIS ISSUE	
Wing Leader	* Steve Barber	(805) 302-8517	f8f2cat@gmail.com	Wing Calendar	2
Executive Officer	* John Woolley	(805) 407-4800	jwools@sbcglobal.net	Staff and Appointed Positions	2
Adjutant	* Norm Swagler	(805) 482-6994	nrwagler@live.com	New <i>Flight Line</i> Editor Wanted	3
Finance Officer	* Craig Bennett	(818) 425-9474	cwbennett@yahoo.com	Chivalry Rides Again	3
Operations Officer	* Jason Somes	(818) 292-4646	nbnh@aol.com	Too Many Daves?	4
Maintenance Officer	* Ken Gottschall	(818) 439-5885	kgts@netzero.com	Like an Angel from Heaven	4
Safety Officer	* Shari Heitkotter	(559) 285-0430	planejanex15@gmail.com	Bill O'Neill "Fills the Bill"	5
Museum Manager	John Woolley	(805) 407-4800	jwools@sbcglobal.net	Charles Lindbergh: California Soaring	6
Deputy Finance Officer	Casey de Bree	(805) 205-0494	scdebree@aol.com	Wing Photo Page I	8
Gift Shop Manager	Jim Tierney	(805) 522-7067	jimerniet@aol.com	Wing Photo Page II	9
Public Info Officer	Pat Brown	(805) 479-2221	(no e-mail)	The Association of Old Crows	10
Hangar Event Mgr	Stephen E Barber	(805) 223-1077	barber.stephen@gmail.com	A Look Back in CAF History	11
Chief Docent	Walt Metcalf	(805) 482-8291	wmetcalf@yahoo.com	2012 Wing Membership Renewal	12
Friends Coordinator	Ceci Stratford	(805) 630-3696	cecipilot@sbcglobal.net		
Air Show Officer	Jason Somes	(818) 292-4646	nbnh@aol.com		
Air Show Coordinator	David Spence	(818) 400-4834	davidspence5@sbcgloball.net		
Facility Officer	Al Kepler	(818) 352-4318	kepler53@yahoo.com		
Personnel Officer	Norm Swagler	(805) 482-6994	pswagler@hotmail.com		
Historian	Ron Fleishman	(805) 384-4426	oldplanec46@aol.com		
Training Officer	Joe Peppito	(805) 498-4187	jocafpeppo@msn.com		
Collections Manager	Jim Tierney	(805) 522-7067	jimerniet@aol.com		
Grant Writer	(Vacant)				
Newsletter Editor	Dave Flood		macantuile@yahoo.com		
Newsletter Production	Casey de Bree	(805) 205-0494	scdebree@aol.com		
Webmaster	Ken Gottschall	(818) 439-5885	kgts@netzero.com		
Librarian	Jim Hinkelman	(805) 581-5520	(no e-mail)		
HANGAR PHONE (805) 482-0064 HANGAR FAX (805) 482-0348 WEBSITE www.cafsocial.com				Submittal Deadline - 15th of the month Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501	

* Denotes Staff Position

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Transitioning To New "Flight Line" Editing

by Dave Flood

Since I will be "retiring" from the position of Editor of the "Flight Line" after this March issue, I am hoping that there will be a member, or members, interested in helping to pitch in and help with a transition to a new team which would continue to publish the newsletter.

We are in our 32nd year of publication, and we want to continue the "Flight Line" in the tradition of our Southern California Wing. We have had a number of editors over the years who have put in much time, energy, expertise, and, frankly, just plain love of military warbirds, to publishing our monthly newsletter.

I am thinking of folks like Pat Brown, Paul Koskela, Walt Metcalf, and Casey de Bree. It has been my good fortune to be the "Flight Line" editor, along with Casey, over the past nine (plus) years. It has been a source of much enjoyment to me to be able to work with so many wonderful members and friends of our Wing over those years - and to publish a newsletter of which we all could be proud.

Casey de Bree has been a tower of strength for me, and I could not have published the "Flight Line" without him. He will be available to those members who decide to step up and add their expertise, time and energy to continuing our newsletter.

With new editors, there is always the possibility of new ideas, new formats, new ways of presenting the "Flight Line." And this would be all to the good, for change has a way of "recharging the batteries," and, as some sage put it, "there is nothing so permanent as change."

I hope that you will see your way clear to "manning an oar" to keep the ship on the path toward the perfection that we all strive to attain. Please let me know if you would be willing to become part of a team which would pool their talents and work alongside Casey to keep the "Flight Line" the vibrant and informational newsletter that it has been for thirty-one years.

I will certainly be available to help the new editor(s) with the transition over the next few months. Please contact me at: dmpflood31@gmail.com

To all of you who have been our readers over the years, thank you for your continued interest in our CAF-SoCAWing. We have been blessed with many members who have contributed to our "Flight Line" with their articles and photos. It has been a team effort, and all for the goal we have of keeping the interest in military warbirds alive and well, particularly among the young people of our country.

Thank you all for helping us to "Keep 'Em Flying!"

Chivalry Rides Again!

By Dan Newcomb

I would guess that most folks with even a passing interest in aviation would consider a ride in a North American P-51 Mustang as an item to place on their "Bucket List". I had my chance a while back and I won't soon forget it. Yesterday new SoCal Wing member Lindsey Bell was able to scratch that item from her list.



© Photo by Dan Newcomb

Here's Lindsey, ready to go, in the Mustang's rear seat

Ken Gottschall, who graciously offered the back seat to Lindsey, was flying the Mustang to Palm Springs and then driving to Ontario, CA, where he would be staying - so there was a little problem of getting Lindsey back to Camarillo.

"Bucker Boy" to the rescue! Scott Drosos, who, I am sure, was only thinking of his first Mustang ride and how special it was, drove all the way out to Ontario to pick Lindsey up and bring her back to CMA! What a guy! And how impressed Lindsey must have been with the chivalry of the members of the SoCAWing!



© Photo by Dan Newcomb

Lindsey waves from the Mustang's rear seat while Ken Gottschall prepares to taxi out to the runway. You, too, can become a Mustang Rider. Call 805-482-0064.

Too Many Daves ?

by Dave Flood

Did you know that there are fifteen (15) Daves in Our Wing? More than "Richards," or "Johns," or "James," or "Josephs."

It reminds me of a poem by Dr. Seuss (Theodor Geisel) titled: "Too Many Daves," which goes like this:

*Did I ever tell you that Mrs. McCave
Had twenty-three sons and she named them all Dave?
Well, she did. And that wasn't a smart thing to do.
You see, when she wants one and calls out, "Yoo-Hoo!
Come into the house, Dave!" she doesn't get one.
All twenty-three Daves of hers come on the run!
This makes things quite difficult at the McCaves'
As you can imagine, with so many Daves.
And often she wishes that, when they were born,
She had named one of them Bodkin Van Horn
And one of them Hoos-Foos. And one of them Snimm.
And one of them Hot-Shot. And one Sunny Jim.
And one of them Shadrack. And one of them Blinkey.
And one of them Stuffy. And one of them Stinkey.
Another one Putt-Putt. Another one Moon Face.
Another one Marvin O'Gravel Balloon Face.
And one of them Ziggy. And one Soggy Muff.
One Buffalo Bill. And one Biffalo Buff.
And one of them Sneepy. And one Weepy Weed.
And one Paris Garters. And one Harris Tweed.
And one of them Sir Michael Carmichael Zutt
And one of them Oliver Boliver Butt
And one of them Zanzibar Buck-Buck McFate ...
But she didn't do it. And now it's too late.*

We have: Dave Baker, Dave Carpenter, Dave Casey, Dave Fish, Dave Flood, Dave Merkley, Dave Neel, Dave Nils Larson, Dave Petrovich, Dave Price, Dave Spence, Dave Ulm, Dave Vopat, Dave Wood, and Dave Zarraonandia.

They are all scholars and gentlemen, and of sterling character, and they are all proud of being brothers in the CAF-SoCAWing!. And they would not mind if eight more Daves should join our Wing – to make a total of twenty-three, just as many as Mrs. McCave had in her brood. So there!



© Photo by Pat Brown

And don't forget CDR Dave McCampbell !

Like An Angel From Heaven

By James Dietz, *Flight Journal*, February, 2012



© Painting by James Dietz

In Nicaragua in 1927, when Communist rebels were upsetting trade with America, the U.S. Marines were sent in to restore order and "support a fledgling democracy."

One Marine who served with distinction in this little-known mission was aviator 1st Lt. Christian Franklin Schilt, a pilot with Observation Squadron 7-M. They supported the small Marine force that was scouting the countryside for Sandino, the bandit chief.

On January 6, 1928, two Marine patrols were ambushed and cut off by a bandit force near Quilali in the jungle highlands. By the time the Marine Squadron 7-M was alerted, the besieged Marines had prepared the village's main street as a rough landing strip – and waited for help.

Flying the two-seat Curtiss O2U Corsair, Schilt flew in ammunition and supplies and flew out with wounded Marines. Over the next two days, he made ten flights in and out of the rough air strip, all the while under fire from the bandits in the surrounding jungle. With his help, the Marines were able to fight their way out and he managed to fly eighteen casualties out of that hot spot in an overloaded, patched-up ship.

To the Marines, he was like "an angel from heaven," flying "through hostile fire on landings and takeoffs, plus contending with low-hanging clouds, mountains and tricky air currents – with almost super-human skill combined with personal courage of the highest order."

For his valiant actions, Lt. Schilt received one of the few Medals of Honor awarded between World Wars I and II.



Bill O'Neill: He "Fills The Bill"*

(*Satisfies a need; serves a purpose; fulfills what is asked of him, and more.)

Bill O'Neill grew up in Brooklyn, New York. He attended Clarkson College of Technology in Potsdam, New York, and graduated in June, 1961 with a Bachelor of Science in Industrial Engineering degree.

After graduation, Bill went into the U.S. Army as a 2nd Lieutenant, having been in ROTC at Clarkson. He was assigned to the 17th Signal Battalion in Karlsruhe, Germany, where he was involved with VHF and HF communications.

While in the Army, Bill had the opportunity to fly with his company commanders in a number of different types of aircraft, including: L-19, L-20, OU-1A and in H-13, H-19 and H-34 helicopters. After two years in Germany, Bill was discharged in June, 1963.

Bill went to work for American Oil Company (AMOCO) as a sales engineer, selling a sophisticated line of cutting oils, hydraulic oils, gear oils, etc. to industries located in Vermont and upstate New York.

He left American Oil to work for the Arco Chemical Company, selling a complex line of petroleum waxes to industry (candles, tires, boxes, wall board, paper, carbon paper, and paint – to name a few uses). He transferred to the Arco Products Company in July, 1971 to sell industrial oils.

Bill was transferred to Los Angeles in December, 1974 to be a senior analyst in a newly-formed industrial profit center. He subsequently held a variety of positions with Arco until his retirement in 1991 – after 27 years of service.

Since retirement, Bill has been involved in three start-up companies, and was a consultant to a bankruptcy trustee in the California Central District for Federal Bankruptcies.

Bill joined CAF in May, 2004. He became a docent and initially worked two days a week. When he became involved in his third start-up company, he cut back his docenting to once a week.

He became interested in attending air shows with our Wing, and in operating the PX (gift shop) and tours of our transports while at air shows. He also handled all the logistics for our Wing's air shows: participants, travel arrangements, housing, and local transportation while at the air show, etc.

At the request of our Wing Leader, Steve Barber, Bill became one of the initial members of the Financial Review Committee (FRC). This committee was formed to review the financial health of our Wing and to make recommendations to the Wing Staff concerning our operations. Bill has also been heavily involved in financial budgeting for the Wing. This committee is still in existence.

Bill wrote matching grant requests to CAF HQ which were funded for the Spitfire and the PBJ, and is working on one for the F-24.

At a time when our Wing was experiencing financial difficulties, Bill figured that our Wing could emulate Planes of Fame's program of giving rides in warbirds to augment our income. Bill developed our Wing's Ride Program with the complete support of our Wing Leader. He had to overcome obstacles such as the FAA requirement that all pilots and mechanics involved in the Ride Program had to submit to random drug testing.

With some perseverance, and the able support of the Wing Leader and the cooperation of the pilots and mechanics, Bill oversaw the implementation of the Ride Program – with the launch in December, 2007 – at first with our North American SNJ-5 Texan #290, soon followed by the Fairchild PT-19A Cornell. In September, 2010, we added the North American P-51D Mustang "Man O' War" to the Ride Program.



© Photo by Dave Flood

Bill hard at work at one of the myriad jobs he handles so expertly for our Wing.

To date, we have sold 367 SNJ-5 rides; 65 PT-19A rides; and 134 P-51D rides. None of the above figures includes rides sold at air shows or at special events. Inclusive of air shows, the Ride Program has had gross income totaling \$242,791 since its inception.

The Ride Program, thanks to Bill, is a major source of revenue for our Wing. It continues to flourish – with the capable assistance of docents, mechanics and pilots.

Bill and his lovely wife Lorraine have been married for forty-one years. They have two sons and a daughter, and four granddaughters (with one on the way).

All of us at CAF-SoCAWing are indebted to Bill for his tremendous contributions to our Wing. And he has done it all with very little fanfare – and very effectively. Thanks so much, Bill, for all you do for our Wing!



A very satisfied customer rides in the rear seat of our North American P-51D Mustang "Man O' War"

Charles Lindbergh: California Soaring

By Raul Blacksten, *Charles Lindbergh: An American Aviator*

Claude Ryan was a man on a mission. Desiring to become a flying officer in the U.S. Army Air Service during World War I, in May, 1917 he drove from San Diego to Venice, CA to learn to fly. Here he met the man he would come to feel was an aeronautical genius – William Hawley Bowlus.

Bowlus was a San Fernando Valley boy, who had been building gliders of his own design since attending the 1910 Los Angeles Air Meet (first in the nation). After WWI, Ryan returned to San Diego, and, in 1922, began buying war surplus *Jennies* and *Standard* aircraft with the intention of converting and selling them in the civilian market. Realizing he could not do it alone, in 1924 Ryan sought out his old roommate, and Hawley Bowlus became the first employee of Ryan Airlines.

Together, they converted aircraft and even built the Ryan M-1 on their own. They also began the first regularly-Scheduled airline in the United States, the Los Angeles-San Diego Air Line.

The Ryan M-1 was a high-wing monoplane in a world of biplanes, but went on to become popular with airmail pilots on the West Coast. The variant M-2 was built with an enclosed cabin, which airmail pilots liked because it got them out of the cold wind.

Needing an infusion of cash, in 1926 Ryan sold half-interest in Ryan Airlines to a flight student of his, Benjamin Franklin “BF” Mahoney. It did not take long for Ryan and Mahoney to clash, and Ryan sold out entirely to Mahoney later the same year.

Charles A. “Lucky Lindy” Lindbergh had been casting about for a trans-Atlantic plane for some time. Lindbergh’s St. Louis backers were firmly behind him, and willing to meet almost any price – but no one would take a chance on him. After all, no one had heard of this skinny 25-year-old kid who was more commonly known as “Slim,” and who wanted to make such a dangerous trans-Atlantic flight. Although Slim Lindbergh had been a mail pilot and a barnstormer, and had three really spectacular plane crashes from which he walked away (“Lucky Lindy”) – he really had not made a name for himself.

So, since no one else would deal with Lindbergh fairly, a telegram eventually went out to San Diego’s Ryan Airlines on February 3, 1927: “CAN YOU CONSTRUCT WHIRLWIND ENGINE PLANE CAPABLE FLYING NONSTOP BETWEEN NEW YORK AND PARIS. STOP. IF SO PLEASE STATE COST AND DELIVERY DATE,” and the rest is aviation history.

Serving as the Ryan Airlines Factory Manager, Hawley Bowlus was present the day in 1927 when the now-famous telegram from the young, then unknown Minnesota mail pilot arrived in their San Diego office. Claude Ryan was in Los Angeles, and promptly rushed back to San Diego.

BF Mahoney telegraphed back to Lindbergh that they could build the plane he wanted, at a bargain price of \$6,000, less engine and instruments – and they could do it within three months. Eventually Mahoney would supply the engine and instruments at cost, hoping to make up any loss by the advertising bonus which a successful trans-Atlantic flight would generate for Ryan Airlines. It was a big gamble for this virtually unknown airplane manufacturer.

The deal eventually came to \$10,580 for a modified Ryan M-2 with a Wright J-5 *Whirlwind* engine, plus extras, at cost. After Mahoney promised delivery in two months, the Ryan crew and staff, sometimes working around the clock, produced the plane in 60 days from when the order was placed on February 28 to the first test flight, on April 28, 1927. The resulting trans-Atlantic airplane was the Ryan NYP *Spirit of St. Louis*.



Charles “Slim” Lindbergh and his Ryan PYT
“*Spirit of St. Louis*”

Bowlus and Lindbergh had become fast friends during construction of the Ryan PYT – with Lindbergh staying with Bowlus and his wife Inez in their home on scenic Point Loma, just outside San Diego.

When Mahoney-Ryan moved to St. Louis, Bowlus opted to stay in San Diego. In 1928 he began construction of his first successful state-of-the-art gliders, which he called the Bowlus SP-1 *Albatrosses*. With these and subsequent models of the *Albatross*, Bowlus became the pre-eminent glider pilot and manufacturer in the United States.

When newlyweds Charles A. Lindbergh and Anne Morrow Lindbergh visited San Diego on their honeymoon, two years and eight months after his famous flight, they looked up Bowlus. While in San Diego, Lindbergh decided to fly gliders with Bowlus, and they made several soaring expeditions together, always flying Bowlus-designed gliders.

Lindbergh made his first glider flight in a Bowlus Model A *Albatross* on January 19, 1930. With 400 spectators looking on, Lindbergh soared over Point Loma’s Pacific

Ocean face for a half-hour, cruising out over the ocean almost half-a-mile, gaining 500 feet altitude.



One of Hawley Bowlus's early *Albatross* gliders.

After soaring for the requisite time to obtain his license, Lindbergh was asked if he was ready to land. He shouted down, "I should say not. I'm having the time of my life." He later exclaimed, "...that was the most stimulating air ride I've ever had, and I'm going to do everything possible to speed the advancement of gliding." He earned his First Class Glider Pilot's License – only the ninth in the U.S. to do so. Inspired by her husband's enthusiasm, on January 29, only a few hours after her first glider lesson, Anne Morrow Lindbergh became the first woman (and 10th pilot) to earn a First Class Glider Pilot's License.



Crew attaching wing to Bowlus glider in Lebec, CA prior to soaring. Lindbergh faces camera in middle.

Lindbergh wanted to scout the area north of Los Angeles in search of a suitable place to fly gliders, and wanted Bowlus's expertise. They found what they were looking for in Lebec, CA, near the Tehachapi Mountains – separating the San Fernando and San Joaquin Valleys. It was also near Hawley Bolus's San Fernando Valley ranch.

The plan was to escape the reporters for a few days of carefree soaring. Therefore, Bowlus, the Lindberghs and a small crew made a soaring expedition near Lebec, at the southern end of California's San Joaquin Valley. There they hoped to soar along the western slope of the Tehachapi Mountains unnoticed. It did not quite work out as planned.

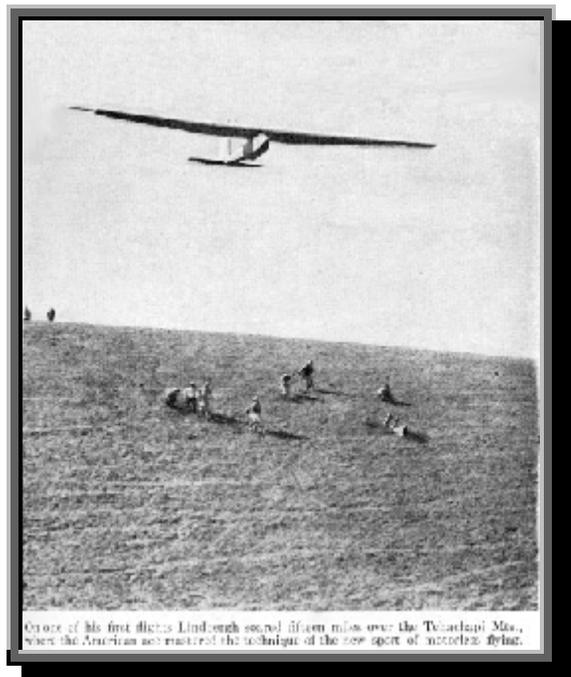
While at Lebec, they flew the same multiple-record-setting Model A *Albatross* glider that both Lindberghs had earlier flown. Weighing only 175 pounds, the Model A was state-

of-the-art and was the most advanced glider series then built in the U.S. It also sported wing-tip ailerons. That is, instead of conventional trailing-edge ailerons, the entire three feet of the wing tip rotated for roll control. This type of aileron is very efficient, but it also is very prone to damage.



Here the crew is hooking the glider to an auto, which would pull the glider up the hill until it caught an updraft and could be detached.

Although they had tried to discretely escape the press and have a little fun, Bowlus, Lindbergh and crew had made the mistake of stopping at a "Grapevine" area café for breakfast. Someone at the café recognized Lindbergh and called the press. It did not take long before dozens of reporters found the glider pilots' encampment.



Lindbergh catching a thermal and soaring out over the Tehachapi Mountains.

Charles and Anne Morrow Lindbergh, at the conclusion of their soaring exploits, resumed their honeymoon.

Hawley Bowlus died launching his boat in Long Beach on August 27, 1967. He was in the process of building what would later become the Lear Jet.

Wing Photo Page I: Aviation Art



© Painting "Hellcat Fury" by Robert Taylor
Hellcats of VF-6 blast their way across the lagoon at Truk, the major anchorage for the Japanese Fleet – on Feb. 16, 1944. In the foreground is the F6F-3 of Lt. Alex Vracui, one of the Navy's top guns. Through a maelstrom of flak, the Navy planes of Task Force 58 sank 200,000 tons of Japanese shipping, and destroyed 275 enemy aircraft – effectively destroying the base.



© Painting "Victory Over Normandy" by Robert Bailey
Spitfire ace I.F. Kennedy in his Mk IX fighting FW-190s in June, 1944. Kennedy was credited with 12 kills over Malta, Italy and France.



© Painting "Ground Zero" by Don Kloetzke
Mitsubishi A6M2 Zero banking to port as the USS Arizona becomes the burning, battle-scarred symbol of "a day that will live in infamy" – December 7, 1941.



© Painting "Fortresses Under Attack" by Robert Taylor
B-17 Flying Fortresses under attack by Japanese Zeros during the early part of WWII in the South Pacific. For his actions during this encounter, B-17 pilot Jay Zeamer was awarded the Medal of Honor.



© Painting "Pacific Summer" by John Shaw
Lt. Tommy McGuire, the #2 ace in WWII, flying his P-38 of the 475th F.G. against Japanese Zeros over New Guinea.



© Painting "God Shed His Grace On Thee" by John Shaw
A Navy F6F, Army Air Corps P-38, and a Marine F4U fly an aerial salute above returning WWII troopships and warships entering New York Harbor. This painting benefited the Legion of Valor Museum located in Fresno, CA.

Wing Photo Page II



© Photo by Carlos Chavez, *Ventura County Star*
Col. Dave Fish (left) in his other uniform, that of the Camarillo Citizen Patrol. Dave has logged more than 7,000 hours with the Citizen Patrol since 2001. Col. Gene O'Neal (not in photo) is also a member of the Citizen Patrol. Thanks, guys, for keeping us safe!



© Photos by Dave Flood
Proudly showing the renovated & painted Lycoming engine finished by the Radial Engine Class are Jim Stirone, flanked by Gale and Eric Fischler.



© Photo by Dan Newcomb
Col. Mike Hohls applying paint to the PBJ's left wing. It is nearing the time when the wing will be attached.



© Photo by Dave Flood
The Junior and Senior Class Officers from West Ranch High School in Valencia, CA visited our Aviation Museum recently just before their classes had their prom at the Reagan Library.



© Photo by Dave Flood
Some of the West Ranch H.S. girls, looking very lovely in their prom gowns, pose on the steps of our C-46 Commando "China Doll." A *Prom Magazine* photographer was taking photos for the magazine.



© Photo by Dan Newcomb
Col. Dave Neel working on a PBJ wing close-out panel.

The Association of Old Crows

By Col. Michael A. Herrera, CIV NAWCWD

On Wed evening Jan 25th, the Local Point Mugu Chapter of the Association of Old Crows hosted a “Salute to the Warfighter” reception at the Commemorative Air Museum. This event was held in conjunction with 42nd Annual Electronic Warfare Symposium which took place 24 -26 January. This year’s theme was Collaborative Electronic Warfare and the first day was held at the Ronald Reagan Presidential Library, followed by 2 days of classified presentations at the Naval Base Ventura County Point Mugu station theater. The main topic discussed by close to 400 industry government and military representatives in attendance was how to work together to increase Department of Defense (DoD) Electronic Warfare capabilities in an era of increasing threats and decreasing budgets.

The Commemorative Air Force – Southern California Wing’s Aviation Museum was chosen for the “Salute to the Warfighter” reception not only for showcasing classic warbirds and other aviation memorabilia but also because it was a highlight of last year’s symposium. EW aircrew from the EA-6B Prowler community and the EF-18G Growler community with recent experiences in operations over Afghanistan, Iraq and Libya were saluted by the local industry sponsor, L-3 Communications who led a series of toasts to those aircrew who continued in the long tradition of flying in harm’s way in the service of our nation. All in attendance agreed that the atmosphere of saluting today’s warfighters among the history of those that preceded them was a highlight of the symposium.

The Association of Old Crows co –sponsored this symposium, along with the Naval Air Warfare Center Weapons Division (NAWC-WD) Point Mugu. NAWC-WD supports the Airborne Electronic Attack mission for the DoD through Lab facilities and operational support for the EA-6B Prowler, and its successor, the EF-18G Growler.



The AOC – Pt. Mugu Logo

The EA-6B Labs support the primary mission of the EA-6B Prowler; to suppress enemy air defenses in support of strike aircraft and ground troops by interrupting enemy electronic activity and obtaining tactical electronic intelligence within the combat area. The EA-6B Labs operate 24/7 in support of the warfighter, working to help provide an umbrella of protection for strike aircraft, ground troops and ships by assisting the EA-6B platform to effectively jam enemy radar and electronic data links. The EA-6B Labs are also involved in several GWOT (Global War on Terror) programs to bring additional new capabilities in short time to the war fighter.

As the mission of EA-6B Prowler airborne electronic attack transitions to a new platform, the EA-18G Growler, the EA-18G Lab is working to make sure the battle group of the future will have continuing sustained electronic jamming support to meet the ever-changing threat. The Lab is connected via a secure network with the F/A-18 Advanced Weapons Laboratory at China Lake to ensure that present Prowler capabilities are successfully transitioned to the Growler during post-production upgrades.

The Association of Old Crows is an association with heritage tracing back to World War II. During World War II Allied Electronic Counter Measure officers, tasked to disrupt enemy communications and radars, were given the code name of “Raven” to provide a degree of security to their existence. After WWII, a group of Raven operators were directed to establish a SAC flying course in ECM operations at McGuire AFB, New Jersey. From all accounts from those present at the time, the students changed the name to “Crows” and those engaged in the profession became known as Old Crows.

Today the Association of Old Crows (AOC) is an IRS 501(c)(6) non-profit tax-exempt professional association with over 14,500 members including 65 chapters from 19 countries (comprised of 29% government and active duty military and 49% defence electronics industry).

Chapters located outside of the US include Australia, Belgium, Canada, France, Germany, Greece, Hungary, Israel, Italy, Japan, Netherlands, Norway, Republic of Korea, South Africa, Sweden, Switzerland, Taiwan, and the United Kingdom. The AOC advocates the need for a strong defence capability emphasizing electronic warfare and information operations to government, industry, academia, and the public. AOC provides a forum for sharing ideas and experiences through communication, education and leadership.

The Local Point Mugu chapter of the AOC and EW professionals at NAWC –WD look forward to our salute to the warfighters next January.



© U.S. Navy Photo

A Northrop-Grumman EA-6B Prowler and a McDonnell-Douglas EF-18G Growler flying over Mount Rainier. They are painted in WWII colors in celebration of the Naval Aviation Centennial.

A Look Back in CAF History



P-47 THUNDERBOLT

Like the P-51 Mustang, the Republic P-47 was developed during the War to specifications shaped by the brutal realities of aerial combat over Europe.

The P-47 entered service in 1943 as a long-range escort for 8th Air Force daylight bombing raids and quickly lived up to its namesake, the Thunderbolt.

It was the largest, heaviest single-engine fighter of the War. Its powerful engine (2,800hp in later



models), rear-mounted turbo-supercharger and heavy armament dictated the P-47's huge prop and massive airframe. (Its popular

nickname, the Jug, was probably provoked by the blunt bottle shape of its fuselage.)

Despite its weight (twice that of any other single-engine fighter), it could climb with its eight 50-cal. machine guns and ammunition to 15,000 ft. in six minutes.

The P-47 did some of its best work at the incredible altitudes above



The classic lines of the P-47 Thunderbolt are unmistakable.

30,000 ft. from where it could dive on enemy formations at a red line airspeed of 504 mph.



The Thunderbolt could fly halfway across Europe, outdive any opponent, fight, bomb, take a terrific pounding and still bring its pilot home safe.

1943: American war production began to cover British airfields.



All the leading P-47 aces of the European theater survived the War. The number four ace, Francis Gabreski (31 kills) survived it in a German prison after walking away from his wrecked Thunderbolt, which had plowed through a field when its prop snagged the ground during a very low level attack on a *Luftwaffe* airfield!

From March 1943, when it first began overseas operations, through August 1945, the P-47 flew 546,000 sorties and destroyed 7,067 enemy aircraft in Europe and the Pacific. Over 15,000 Jugs were built through December 1945. This rugged fighter also flew with the RAF, Free French and the Russian air force.



Southern California Wing
455 Aviation Drive
Camarillo, CA 93010

2012 WING MEMBERSHIP RENEWAL NOTICE

January 1, 2012

Dear Wing Member,

It's time again to renew your annual membership in the Southern California Wing of the Commemorative Air Force. We sincerely hope you will retain your affiliation with our wing since we expect exciting things to happen in 2012.

We are one of the leading wings in the CAF with more than 250 Wing members and 10 assigned aircraft. Our museum has become a major attraction in Ventura County and both attendance and museum income have risen steadily. Our plans are to continue this growth and we want you to be a part of these exciting happenings.

To renew your membership, just remove this page from the newsletter (or make a copy of it), complete the information requested, enclose your check payable to the Southern California Wing, and return by March 1, 2012 to:

CAF Southern California Wing
455 Aviation Drive
Camarillo, CA 93010
Attn: Personnel Officer

Any contribution in addition to your \$50.⁰⁰ annual dues will be greatly appreciated. Contributions are welcome to help us complete the many projects we are undertaking, such as building the new museum facility, the B-25/PBJ restoration, the F6F engine replacement, the Fairchild F-24 restoration, the PT-19 restoration and any other project you may wish to support.

If you joined the Southern California Wing in October, November, or December 2011 your dues are considered paid for 2012, but any contribution to any of our projects that you wish to make will be greatly appreciated.

Sincerely,

Steve Barber, Wing Leader

2012 Wing Dues	\$50. ⁰⁰
Hangar/Museum Building Fund	_____
B-25/PBJ Restoration	_____
F6F Engine Replacement	_____
Fairchild F-24 Restoration	_____
PT-19 Restoration	_____
Other _____	_____
Total	_____

Name: _____ Col. #: _____

Street: _____ City: _____ State: _____ Zip: _____

Home Phone: _____ Work Phone: _____ Cell Phone: _____

E-mail: _____

THE CAF IS A PATRIOTIC ORGANIZATION DEDICATED TO THE PRESERVATION OF THE WORLD'S GREAT COMBAT AIRCRAFT
CONTRIBUTIONS TO THE CAF ARE TAX DEDUCTIBLE