

Flight Line

The Official Publication of the CAF

Southern California Wing
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© Photo by Phil Makanna

www.ghosts.com



© Photo by Dave Flood

Bill Main (left), with his special guest, John Doyle, of Denver, CO. John was Bill's waist gunner on his B-17 during the time they flew with the 94th Wing of the 8th Air Force out of Bury-St.-Edmunds, England. John spent a few days visiting with Bill and reminiscing about old times.

**Wing Staff Meeting, Saturday, May 12, 2007 at 9:30 a.m. at the
CAF Museum Hangar, 455 Aviation Drive, Camarillo Airport**

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

May 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 Work Day	2	3 Work Day	4	5 Work Day Fight for China Special Event
6	7	8 Work Day	9	10 Work Day	11	12 Work Day Staff Meeting 9:30 AM
13 Mother's Day	14	15 Work Day	16	17 Work Day	18	19 Work Day Armed Forces Day Air Show-Chino
20 Air Show-Chino	21	22 Work Day	23	24 Work Day	25	26 Work Day Wing BBQ
27	28 Memorial Day (observed)	29 Work Day	30	31 Work Day		

STAFF AND APPOINTED POSITIONS				IN THIS ISSUE	
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Executive Officer	* Jason Somes	(818) 292-4646	airboss@jasonairracing.com	Staff and Appointed Positions.	2
Adjutant	* Bob Albee	(805) 583-4872	loll@earthlink.net	Wing Leader's Report	3
Finance Officer	* (vacant)			The Air Show Circuit	3
Operations Officer	* Gary Barber	(805) 659-4319	bearcat69@pacbell.net	Meet Kent Holliday	4
Maint Officer	* Joe Peppito	(805) 498-4187	jocafpeppo@msn.com	Don McMillan in Combat Hall of Fame . . .	5
Safety Officer	* Marc Russell	(805) 388-8341	captmarcr@aol.com	F-22s Deployed to "No. Edge" Exercise . .	6
Facility Officer	Bob Albee	(805) 583-4872	loll@earthlink.net	Wing Photo Page I	7
Training Officer	(vacant)			Air Show Schedule	7
Public Info Officer	Pat Brown	(805) 479-2221	(no e-mail)	The Stairs	8
Personnel Officer	Norm Swagler	(805) 482-6994	pswagler@hotmail.com	Maintenance Officer's Report.	8
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Webmaster	Dave Flood	(805) 987-7231	macantuile@yahoo.com	Wing BBQ – Saturday, May 5	11
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* Denotes Staff Position					

Wing Leader's Report

by Steve Barber



March is over and spring has sprung, as the saying goes. It has been a busy month for the Wing. Progress is being made on all of the aircraft maintenance and restoration, with the PBJ (B-25) showing significant gains!

The Riverside Air Show was a success for the Wing, with very good

income for the C-46 in its first show in a very long time. All hands were treated well by the organizers and the weather was perfect! Jason Somes was flying the *Zero* and once again was shot down by yours truly in the F6F. He died well, and believe it or not, he is once again ready for battle. The F6F had a minor engine miss on the way home, and our trusty mechanics tackled the problem. Finding a bad lead on a rear cylinder, that was replaced. Chris Rushing, Jason Somes, Ken Gottchall, and even my son Stephen worked hard on the *Hellcat* and corrected the problems. That's what I call teamwork - and one of the reasons our Wing has a "can do" attitude. Thanks, guys.

As you know, our Wing has grown substantially over the past 5 years with the completion of our new facilities. With membership of over 300 souls, the paperwork, bookkeeping and organizing of activities, including budgets, reports, and planning has gone beyond the capabilities of one person. Therefore, we have formed a committee to look at all of our reporting problems and abilities. Jason Vosburgh has worked hard to meet our ever-pressing deadlines, and has done a wonderful job. Our FRC (Financial Review Committee), comprised of Terry Cedar, Bill O'Neill, Cliff Brown and Casey de Bree, has been working for months to not only simplify our reporting capabilities, but to expand them so proper financial decisions could be made for planning purposes and budgeting. With this on going-work in progress, knowing that the financial keeping of the organization is in good hands, Jason Vosburgh has decided to step down as Wing Finance Officer and turn his job over to the committee. I asked and he accepted the responsibility of taking charge of Grant Writing and Fundraising for the Wing. This is a new position in our Wing that we need desperately. With his sharp mind and good ideas, I know he will do an outstanding job for the Wing. I look forward to working with Jason and the FRC Committee with the goal of making your Wing better and stronger.

While I'm thinking of the inner workings of the Wing, I want to take a moment to thank Casey de Bree for all of his help in helping me as Wing Leader. As I still work full-time, he has stepped into the breach and filled in for me in hundreds of ways. He is truly a hard working and dedicated member of the CAF and of your Wing. When you see him, please take a moment to thank him for all that he does for you!

At the Riverside Air Show, there were several active duty service people there. I talked with several of them and thanked them for their service and sacrifices. It made me think that we, the beneficiaries of their efforts all too often forget about what they do for us. If you watch the evening news, you would think the world is against the U.S. and all of our efforts throughout the world to help our fellow human beings. I for one do not feel that way. I remember coming home from Viet Nam and trying not to let anyone know I was in the Marine Corps, and, most importantly, that I had been "over there." We cannot let this happen to these wonderful men and women of our modern military. Take a moment, tell them thank you, and that you appreciate all they and their families sacrifice for us. Don't pass up the chance. I try to do the same to all of our generations of veterans. You never know if you will ever have the chance again. God bless them.

Keep the faith, say a prayer for our service men and women and our country. Speak the truth and you won't have to remember what you said. Remember, "If you are not the Lead Dog, the view never changes!"

The Air Show Circuit

by Bill O'Neill

The first Air Show of the season was at Riverside on March 31st. We sent the *Zero*, *Hellcat* and the *China Doll*. It was a good show, everyone worked hard and had a good time. The important stuff (money) was good also. *China Doll* brought back approximately \$4,000 cash, from the PX, tours and fuel allotment. The fighters brought back \$1,250 each, plus a fuel top off before they left.

Jason Somes (flying the *Zero*) and Steve Barber (flying the *Hellcat*) did battle in the skies over Riverside. I am happy to report that Steve did not get shot down, as was his usual result when flying the *Zero*. That honor went to Jason, who is now on a quest to surpass Steve's record of being shot down 168 consecutive performances. Good luck Jason!!!!

Our next Air Show is another one-day affair - on April 21st. at Shafter, CA (Minter Field). As of this writing, the *Zero*, *Hellcat* and *China Doll* are scheduled to attend.



© Photo by Dave Flood

Yoshi Abe, the new Crew Chief of the *Zero*, in its cockpit. *Zero* pilot Jason Somes is at right.

Meet Kent Holiday..... by Dave Flood



Photo courtesy of Kent Holiday

Kent Holiday (on left) in front of the CAF's Curtiss P-40 Tomahawk, in Georgetown, Texas.

Kent Holiday (CAF member number 2548) is also a member of our Wing. He lives in Georgetown, Texas, and is a Boeing 767 Captain for United Air Lines.

Kent grew up in Pecos, Texas. His first ride in a warbird was with Lefty Gardner in a Mustang when he was ten years old. He joined the CAF while he was in high school (hence the low member number). Mentors who helped him while he was growing up, and who taught him to fly included CAF'ers Carl Payne, Robb Satterfield, and Randy Sohn.

His first flying job was agricultural flying in 450 hp Stearmans. He later flew fire bombers, corporate aircraft (including a DC-3 for ARCO in Burbank). Kent joined United in 1988, and has flown 727s, 737s, 757s, A320s, and is now a captain on 767s – based in Chicago. He hopes soon to change his base to LAX, so he can spend more time at our Wing.

Kent has a degree in Aviation Safety, and has been working on a PhD in the same degree area. His passion is "passing it on," getting youth involved in aviation. He is currently leading a consortium of like-minded people to produce a youth-oriented documentary film about air racing, in which most of the race team is younger than 30. It's an exciting project, and he hopes to burst onto the race scene in a big way in 2008. Eventually, Kent would like to do something similar with the CAF. He believes that the only way we're going to insure that our organization outlives us is by recruiting and embracing the younger members.

His toys are a Pitts Model 12 (the one with the Russian Ved-neyev radial engine) and a couple of Bucker-Jungmann projects. He also is a flying sponsor of two CAF airplanes, a North American B-25J Mitchell "Devil Dog,"

which is assigned to the Devil Dog Squadron in Georgetown, and a Curtiss P-40 Tomahawk, which is assigned to the P-40 Sponsor Group. The "Devil Dog" is painted in the colors of an actual airplane of Marine Squadron VMB-611. One of the original sponsors of this airplane had been a pilot in VMB-611 – and dedicated the plane to his best friend, also a VMB-611 pilot, who had been lost in WWII.

Kent currently has CAF pilot ratings for the T6, B-25 and P-40. He will be working on being rated for the Zero.



Photo courtesy of Kent Holiday

Here's Kent in the cockpit of the CAF's North American B-25J "Devil Dog."

Although Kent lives in Texas, he commutes to CMA, and says that the most fun he has is in coming to our hangars to hang out and work alongside our CAF-SoCAWing volunteers. He thinks we have a great thing going here, and he's damn proud to be starting to be part of it.

Note: We're delighted to have you as a member of our Wing, Kent, and look forward to seeing you and working with you more in the future. Ed.



Photo courtesy of Kent Holiday

Kent in front of his pride and joy, his Pitts Model 12.

Don McMillan In Combat Hall of Fame

The Commemorative Air Force, in a letter signed by Col Kenneth W. Fields, Co-Chairman, American Combat Hall of Fame, and Robert R. Rice, President, Commemorative Air Force, notified Don McMillan, a long-time member of our CAF – Southern California Wing, that he had been elected to the American Combat Airman Hall of Fame.

Excerpts from the letter read as follows:

“The American Combat Airman Hall of Fame was established in 1997 by the Commemorative Air Force at CAF Headquarters in Midland, Texas. Seven individuals and a combat unit are inducted annually. As Co-Chairman of ACAHOF, with my friend, Ollie Crawford, I have the honor of advising that you have been selected as an inductee for 2007.

The guidelines for election to the Hall of Fame are simple: Any American who served in the air in any war or conflict in a manner that reflects credit upon the United States is eligible for nomination to the American Combat Airman Hall of Fame. A formal display plaque, containing biographical information and photographs of each inductee is displayed at the American Airpower Heritage Museum at Midland.

It is our sincere hope that you will honor us with your presence at the induction dinner, to be held on Friday, September 28, 2007, in conjunction with CAF’s AIRSHO, at which we wish to present you with a specially struck medallion reflecting your election to the American Combat Airman Hall of Fame. In addition to honoring you at the induction banquet on September 28, we hope that you will remain with us for the AIRSHO 2007, September 29 and 30, as our special guest.

On behalf of the Commemorative Air Force, please accept our warmest congratulations on your selection. It is our sincere hope that you will honor us with your presence at the eleventh induction banquet for the American Combat Airman Hall of Fame on September 28, 2007 and AIRSHO 2007.

Yours very truly,

Signed: Kenneth W. Fields

*Colonel, Commemorative Air Force
Co-Chairman, American Combat Airman Hall of Fame
Robert R. Rice
President
Commemorative Air Force”*

We in the CAF – Southern California Wing extend our warm congratulations and good wishes to our good friend Don McMillan. We think it is very appropriate that he be honored and recognized for his combat experience during World War II in the Pacific Theater.

Don flew Grumman TBFs for VT-19 off the *USS Lexington* during WWII. He was part of the strike group that went after some of Japan’s largest aircraft carriers in the Sibuyan Sea (Philippines). A torpedo dropped from his TBF struck the Japanese carrier *Zuikaku*, a veteran ship of the Pearl Harbor attack, and put the carrier under water.

He was mentioned in the book “Skipper: Confessions of a Fighter Squadron Commander, 1943-1944” by Capt. T. Hugh Winters, USN (Ret.), with a photo taken of his direct-hit on a Japanese munitions ship in the harbor of the Pescadores, west of Formosa. An F6F pilot from VF-19 broke radio silence when he saw the ship blow. His remark to all: “One of you torpeckers really blew *that* one up!”



© USN Photo – from “Skipper: Confessions of a Fighter Squadron Commander, 1943-1944” by Capt. Hugh Winters.

The above photo showing the ammo ship after Don McMillan put a 500-lb. bomb down its smokestack. The photo is included in the book “Skipper: Confessions of a Fighter Squadron Commander,” by Capt. Hugh Winters. Don has signed the page for the editor.



© USN Photo – from “Skipper: Confessions of a Fighter Squadron Commander, 1943-1944” by Capt. Hugh Winters. The Japanese carrier *Zuikaku*, after being hit by US fighters. The dive bombers are on the way down, and the torpedo bombers of VT-19, including that flown by Don McMillan, have their torpedoes in the water. Don received the Navy Cross for his part in sinking this ship, which participated in the attack on Pearl Harbor.

F-22s Deployed To ' Northern Edge ' Exercise

Article and Photo by Eric Hehs

Achieving nine aerial victories on a single mission qualifies for bragging rights in any fighter pilot circle even if those victories occur in simulated Red/Blue engagements.

An F-22 pilot from Langley accomplished that very feat in June at Northern Edge exercises in Alaska. Six AMRAAMs, two Sidewinders, and one burst of rounds from a Gatling gun account for the total.

Nine may not be the ultimate maximum: he had ammunition left in the gun. **For aviation ' history buffs,' nine victories equal the real-world US record of Cmdr. David McCampbell, an F6F Hellcat pilot and Navy Ace in the Pacific.**

"The nine-kill mission may get a lot of exposure," says Lt. Col. Wade Tolliver, commander of the 27th Fighter Squadron. "Was it cool? Yes. But working against F-15s and F-18s to produce a kill ratio of eighty-three to one in that day, was way cooler. Not that fact, that one of the F-22s happened to produce nine of those eighty-three hits."

"The pilot with nine simulated kills flew as my wingman that day, his nine kills were a function of the situation. We were making sure everyone of us could get gas, and we were keeping our area safe. We tried to shoot every missile we had. Red Air threats were almost overwhelming, but we handled every one of them. We averaged five to six kills per F-22 pilot on busy missions like that during the exercise."

Large-scale missions are the *raison d'être* for *Northern Edge*. The annual exercise is designed to prepare joint forces to respond to crises in the Asia-Pacific region. Participants sharpen skills; practice operations, techniques, and procedures; improve command, control, and communication relationships; and develop inter-operable plans and programs.

This year's event brought together more than 5,000 active duty, Guard, and reservists from the Army, Navy, Air Force, and Marines.

More than 120 aircraft and helicopters participated, including, in addition to the F-22s - F-15C/Es, F/A-18C/Es, EA-6Bs, F-16s, B-2 bombers, KC-135 tankers, and E-2 and E-3 AWACS aircraft. Two Aegis cruisers and several surface vessels were involved as well when the missions occurred over the Gulf of Alaska.

Northern Edge is alternated year to year between US Pacific Command and US Northern Command, with PACOM in charge in even years. Exercises in even years last two weeks and focus on air-centric operational plans, maritime interdiction, transformation initiatives, and personnel recovery. Odd year exercises last one week and focus on homeland defense.

The 1st Fighter Wing from Langley deployed twelve (12) Raptors, eighteen (18) pilots, and 174 maintainers of its 27th FS to Elmendorf in late May, the longest deployment to date for the F-22. The aircraft stayed in Alaska for six weeks.

On one particular mission, though comprising just thirty-three percent of the total Blue air-to-air forces, F-22s

managed to eliminate sixty-six percent of the threats. The aerial victory ratio for the Raptor in the first week of the exercise alone was 144-to-zero losses. (For those paying close attention, the one loss in the eighty-three-to-one mission was an F-15.) For the entire two-week exercise, the Raptor comprised just thirty percent of the Blue Air, yet managed to defeat almost half of the overall threats.

The Raptor did more than defeat aerial threats. The Langley-based F-22s dropped twenty-six Joint Direct Attack Munitions while working with ground-based forward air controllers. All twenty-six bombs were direct hits. Many of the pilots, who mostly flew air-to-air combat missions in F-15Cs, were dropping bombs for the first time in this exercise. Northern Edge was the first time operational F-22 pilots dropped munitions while working with forward air controllers in a close air support role.

Of the 105 scheduled Raptor sorties in the exercise, 102 actually launched. This ninety-seven percent sortie generation rate for the twelve deployed F-22s certainly contributed to the overall results: aircraft availability being a prerequisite for combat effectiveness. "The ability to work away from the support and supply structure of our home station and still produce such high sortie generation figures is arguably the largest success of the entire Alaska deployment," says Tolliver.

More Subtle Firsts:

The F-22 can claim another first in this Northern Edge: the first time the US Air Force, Navy, and Marine units combined F-22s and F/A-18s to fly integrated defensive counter air tactics. "The integration of this fifth-generation aircraft with our legacy forces creates a much more lethal and survivable force than we have ever seen before," explains Tolliver.

"Our F-22 blips show what type of aircraft we're seeing," he says. "The information is deciphered for us so that we can sort friend from foe much more easily."



Wing Photo Page I



© Photo by Gary Austen, B-29/B-24 Squadron
Our Zero and Hellcat, piloted by Jason Somes and Chris Rushing, respectively, on the taxiway at Midland, Texas on March 24, 2007 – getting ready to make the homecoming flight to Camarillo Airport.



© Photo by Glenn Bachman
Charlie Valentine, Bill Main, and Carol Bachman at a reunion of graduates of Santa Ana Army Air Base on March 3, 2007. Bill and Charlie had been stationed at SAAB in 1943 for preflight training. Orange County College is now on the site of the former air base.

Air Show Schedule

by Jason Somes

April 21	Shafter Air Show	C-46, Zero, F6F, F8F
April 28,29	Half Moon Bay, CA	Zero
May 19/20	Chino Air Show	C-46, Zero, F6F
June 9	Kansas City, MO (AFNG) (tentative)	C-131
June 16/17	Gillespie, CA	C-46
Aug 18/19	Camarillo Air Show	All aircraft
Oct 6	Prescott, AZ	F6F, Zero

Note: since changes may occur in the final scheduling of the above air shows, please call (805) 482-0064 to confirm information before you go.



© Photo by Dave Flood
Clay Lacy flew this beautifully-restored Douglas DC-2 out to Camarillo Airport from Van Nuys recently to show it off to his fellow members of our Wing.



© Photo by Dave Flood
Two of our members who are former TWA employees are Russ Drosendahl and Ron Fleishman.



© Photo by Dave Flood
Quite a few members came out to see this beautiful bird. Clay can be proud of how they renovated her. The DC-2 will be flown to Seattle to go in a museum.

The Stairs

by Clifford Brown

Recently I was asked to do some research for an article Dave Flood was writing. Reminiscing is one thing I do very well. The task brought back a lot of old memories.

Around the hangar there are a lot of things that have the appearance of being junk. One man's junk is another man's treasure. One such item is the wooden stairway used for access to the storage area over the museum/office/work area. To most, it is just stairs to the storage area above the office/ work area. But, there is a story behind it.

In the early 1980's we were all set to take the C-46 to our very first air show. Destination: Truckee, California. I don't remember who was the original flight crew, but at the last minute it got changed. Ground support, of which I was part, drove up by car. Friday afternoon, when we all arrived, we discovered that the new flight crew had not gotten the word to load the B-1 entrance stand on the C-46 so we could give tours. This was devastating news. So I started scouring the field for another B-1 stand. No success. My last stop was the control tower, and again was met with a negative.

At that time the control tower at Truckee Airport was a very rustic wooden structure. As I was leaving - going down the stairs, I muttered, "If I had a chain saw I would cut the stairs off of the control tower and use them to give tours through the C-46." At the bottom of the stairs, partially blocking my way, was a pick-up truck with the name "Truckee Lumber Company" on the door. That little light bulb like you see in cartoons, when a character gets an idea, went on in my head.

I found the driver of the pickup. I explained our problem and told him I wanted to build a stairway like the control tower had for access to the C-46. But, I needed to buy lumber and tools. He told me to meet him with my list at the lumber company in downtown Truckee at 9:00 the next morning.

Bright and early, I was there. Two hours later a truck arrived at the C-46 with lumber and the hand tools I needed. Of course, everyone thought I was nuts. I laid out a plan, and, with the help of the crew, we went to work hammering and sawing. By noon we opened the C-46 for tours with the wooden stairs we had built.

Later, we added some reinforcement; the original rope handrails were changed to metal electrical conduit; and we painted it gray. For many years this was our tour access to the C-46.

Bob Thompson, a previous Wing Leader, had steel stairs built. They were not much lighter. Later, the steel stairs were replicated in the aluminum version we use today. They were supposed to be lighter. They are still very cumbersome and a little bit lighter.

And, many years later, the wooden stairs became the access to the storage area above the work area in the museum offices.

One man's junk is another man's treasure!

Maintenance Officer's Report by Joe Peppito

Some of our airplanes are back in the air after their annual inspections. The F6F-5 is back from Midland, TX and attended the Riverside Air Show, along with our A6M3 Zero. The C-46 is also flying again after a long grounded period due to fire warning problems and tail wheel shimmy problems.

The F8F-2 is slowly coming back together after some major engine work. We received the carburetor back from overhaul, and it has been installed on the engine. We expect the new exhaust pipes within the next week or so, and then we can think about closing out the engine and getting the airplane back on flying status.

We now have the overhauled propeller back for the SNJ-5 #290, and Gil Brice and George Sands are almost finished with the recovering of the rudder with fabric. Sib Bosso, the Crew Chief, is also installing new tires on the wheels and a new brake ring on one of the wheels. This airplane should also be back flying within a week or so. Sib and Alex are doing a real first-rate job on this annual inspection.

It looks like the PBJ (B-25) boys are going to have the right wing center section completely rebuilt pretty soon. They are also really doing a first-rate job on this airplane. The Wing will be very proud of this airplane once they get it back in the air. Good work, fellows.

We finally put some fuel in the SNJ-4 to check out the fuel tanks and system for leaks. So far it looks good, only one leak found in the right tank fuel drain valve. Thanks to the quick action by Jason Somes, the valve was changed and the leak stopped before we lost very much fuel.

Bob Albee, Norm Swagler, and Yoshi Abe are doing a great deal of specialized carpenter work on the Fairchild F-24R, while Howard Ulm is completing the electrical system installation. He will finish the electrical system once Bob gets the generator installed.

If you have been getting any hardware out of the stockroom lately, you have probably noticed a lot of action there. Les Bedding and I have moved in to start redoing and restocking the stock room. The stock room will be locked during non-working hours. If you plan on working after hours, or on off-days, please let me know and I will make arrangements for the stockroom to be unlocked while you are working. But... please sign out for any hardware that you take out of the stockroom.

Until next time – "Keep 'Em Flying.

NEW “FRIENDS” PROGRAM by Ceci Stratford

I'm happy to introduce all of you to a new program the So Cal Wing is starting. It's called "Friends of the Museum". It's about time we start an annual donation program to bring new funds to the Wing.

The "Friends" program is specifically designed to involve members of the community to support Ventura County's best-kept secret, the CAF Southern California Wing's Aviation Museum in Camarillo. Support levels start at \$50 and go up to \$5,000 and more. Several levels provide different giving opportunities and benefits. Everyone will receive a personal ID card, a 10% discount at the gift shop, and a Quarterly "Friends" newsletter (different from the Flight Line). For \$5,000 and above the Friend will get a ride in the SNJ and their name on a plaque. Different benefits are given for amounts in between \$50 and \$5,000—See the back page for details.

While CAF Colonels are invited to participate, the program is intended to involve, neighbors, friends, businesses, and others who are not already contributors, to become interested in helping us grow. So, please take a look at the back page, make copies of it and start giving it to people you know are interested in World War II aviation. Send in an application for yourself and another for your neighbor or spouse!

Keep an eye out for posters, signs and applications around the hangars.

Remember, this is a fund-raising program for the Wing, not a membership program.

For questions, call Ceci Stratford (805) 630-3696 or e-mail her at: cecipilot@sbcglobal.net



© Photo by Eric Van Gilder www.vg-photo.com

It was with great pleasure that our Wing's members were out in force to welcome back our Mitsubishi A6M3 Zero. It flew back, after a year's absence, with our F6F-5 Hellcat – from Midland, Texas on March 24.

Jason Somes was piloting the Zero, and Chris Rushing was in the Hellcat's cockpit. They both flew to Riverside for an air show on March 31st. They will be performing dogfights at air shows this summer.



© Photo by Dave Flood

The C-46 crew have done their work well on *China Doll*, and she is back in the air again. She performed very well at the Riverside Air Show.



© Photo by Dave Flood

A grandfather/grandson team of volunteers is shown here shining up our SNJ-5 #290. On the left is Leonard Stricker. His grandson is Kevin Faustman. Kevin's dad Fred is also a volunteer. Thanks to them for their help!

Wing Special Event

by Dave Flood

On Saturday, May 5, 2007, our Wing will host a very special event honoring Thomas Van Stein, our resident artist, with an unveiling of his recently-completed painting entitled "Fight For China." It is a very large work of art, and is currently hanging on our WWII Aviation Museum Art Wall – completely covered in anticipation of the event on May 5.

To complement Thomas's painting, there will be a Curtiss P-40 Warhawk and a Mitsubishi A6M3 Zero on display. There is a good possibility that the Warhawk and the Zero will be flying during the event, so be sure to have your cameras with you.

In addition to Van Stein's newest painting, there will be other examples of his art displayed. We are proud to own two of his works – one showing our C-46 *China Doll* as she might look flying over the "Hump."

We will also be displaying several prints by renowned aviation artist Robert Taylor, which will be available for purchase.

We hope to see you at our WWII Aviation Museum on Saturday, May 5, 2007, between the hours of 10:00 a.m. and 4:00 p.m.

“High Flight” And FAA Red Tape



© Copyright Keith Ferris
<http://www.brooksart.com/highfit.html>

HIGH FLIGHT

Oh! I have slipped the surly bonds of earth,
And danced the skies on laughter-silvered wings.
Sunward I've climbed, and joined
The tumbling mirth
Of sun-split clouds
And done a hundred things
You have not dreamed of -
Wheeled and soared and swung
High in the sunlit silence...Hov'ring there,
I've chased the shouting wind along,
And flung my eager craft
Through footless halls of air.
Up, up the long, delirious burning blue
I've topped the wind-swept heights
With easy grace,
Where never lark, or even eagle flew.
And while, with silent lifting mind, I've trod
The high untrespassed sanctity of space,
Put out my hand
And touched the face of God.

John Gillespie Magee, Jr., 1922-1941

RCAF Pilot Officer Magee crashed his Spitfire in an English meadow in 1941. He was just nineteen. He is buried in the churchyard cemetery at Scopwick, Lincolnshire, England.

He was an American volunteer in the RCAF, and penned this memorable poem just months before he died.

Now Hear This.....

Federal Aviation Administration/ Notations, 1996

1. Flight crews must insure that all surly bonds have been slipped entirely before aircraft taxi or flight is attempted.
2. During periods of severe sky dancing, the “fasten seat-belt” sign must remain illuminated.
3. Sunward climbs must not exceed the maximum permitted aircraft ceiling.
4. Passenger aircraft are prohibited from joining the tumbling mirth.
5. Pilots flying through sun-split clouds must comply with all applicable visual and instrument flight rules.
6. Those hundred things must be listed on a federal administration flight plan and approved prior to execution.
7. Wheeling, soaring, and swinging will not be accomplished simultaneously except by pilots in the flight simulator or in their own aircraft on their own time.
8. Be advised that sunlit silence will occur only when a major engine malfunction has occurred.
9. “Hov'ring there” will constitute a highly reliable signal that a flight emergency is imminent.
10. Forecasts of shouting winds are available from the local flight service station. Encounters with unexpected shouting winds should be reported by pilots.
11. Be forewarned that pilot craft-flinging is a leading cause of passenger airsickness.
12. Should any crew member or passenger experience delirium while in the burning blue, submit an irregularity report upon flight termination.
13. Windswept heights will be topped by a minimum of 1,000 feet to prevent massive airsickness-bag use.
14. Aircraft engine ingestion of, or impact with, larks or eagles should be reported to the FAA and appropriate aircraft maintenance facility.
15. Air Traffic Control (ATC) must issue all special clearances for treading the high untrespassed sanctity of space.
16. FAA regulations state that no one may sacrifice aircraft cabin pressure to open aircraft windows or doors while in flight.

Note: Just a case of the FAA taking “poetic license.”

Contributed to *Fight Line* by Ron Fleishman.

Wing Photo Page II



© Photo by Dave Flood

Wing member Ken Gottschall smiling broadly after his check flight in the F6F-5 Hellcat. Congrats, Ken!



© Photo by Dave Flood

Charles "Chuck" McCammon is one of the unsung heroes of our Wing. He drives up from Reseda to cut our grass and trim our shrubs. Chuck is a long-time member. He brought Russ Drosendahl to our Wing, and we are also indebted to him for that!

Wing BBQ – Saturday, May 26

On Saturday, May 26, at around 4:30 p.m. (after work) we'll be getting together for another of our monthly barbeques. This time around, we'll be grilling hamburgers, hot dogs, and you're welcome to bring a favorite side dish, or enough soda or beer (or whatever) for a group to share.

Nothing formal – just a relaxing time to kick back and enjoy each others' company.

If you aren't able to bring something extra, we'll have a donation can for you to contribute toward the expenses.



© Photo by Dave Flood

Ernest Acosta is a new Cadet. He is a junior at Viewpoint High School in Calabasas, CA. Two of his classmates are also Cadets, and his dad is a Docent.



© Photo by Dave Flood

"Three Musketeers" (from l.) Chris Rushing, Ken Gottschall, and Jason Somes. They are our new breed of pilots. Thanks for keeping us flying, guys!



© Photo by Dave Flood

Gene and Louis, brothers who visited our Wing. They both served in WWII – Gene on four different carriers.

Red Cross Party at Museum by Dick Burrer

A very special event was held at our WWII Aviation Museum on Saturday, March 24, 2007. The Ventura County Chapter of the American Red Cross staged a Clara Barton Awards Dinner in honor of five of the out-standing women volunteers in Ventura County.

The two Emcees for the event were Greg Totten, Ventura County District Attorney and Tim Gallagher, President and Publisher of the *Ventura County Star*. Other special guests were Ventura County Fire Chief Bob Roper and Ventura County Supervisor Kathy Long.

The over 200 attendees dined sumptuously, and then danced to the incomparable rhythms of the *Big Bad Voodoo Daddy* band.

The five women receiving the Clara Barton Award at the event included: Samantha Harris, a senior at La Reina High School, Thousand Oaks; Celina Zacarias, Oxnard; Jewel Pedi, Ventura; Sue Chadwick; and 911 dispatcher Deanna King of Simi Valley.

The event was expected to bring in \$100,000 from the silent auction conducted during the event.

Members of our Wing who helped out during and after the event included: Cadets Michael McWaid and Alejandro "Big Al" Echeverria; Pat & Cliff Brown, Dan Cuvier, Casey de Bree, Gino and Betty Dellanina, Ron Fleishman, Dave Flood, Mike Greenhill, Jim Hinkelman, Jim Hinckley, Chuck Kamphausen, Vern Olson, Gene O'Neal, Ceci Stratford and Bob Theiss.

If your organization would like to hold a special event in our Museum Hangar, please call Dick Burrer at 805-444-8285.

Kudos to Dick for arranging this event.



© Photo by Jim Hinkelman

Our members Gino Dellanina (top) and Joe Catrambone with four of the Ventura County Red Cross volunteers. The ladies had traveled to Venice, CA to buy special 1940s period dresses in order to portray USO host-esses. They added to the ambience of the night's event, where many attendees donned either WWII-vintage uniforms or dress from that wartime era. Our WWII Aviation Museum is becoming a much-sought-after venue for large parties and/or dinner-dances. We can accommodate up to 300 attendees.



© Photo by Casey de Bree

Clara Barton Award Dinner attendees "cutting a rug" to the songs of Big Bad Voodoo Daddy band.



© Photo by Dick Burrer

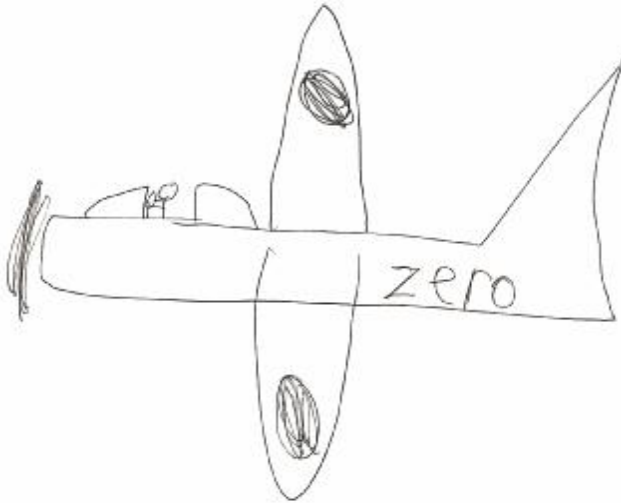
Over 200 people attended the Clara Barton Awards Dinner, and donated, through a silent auction, approximately \$100,000 to the worthy Red Cross coffers.



© Photo by Dave Flood

Our Jim Hinkelman with Lisa Arhontes, Manager of Volunteer Services for the Ventura County Chapter of the American Red Cross. Lisa portrayed "Rosie The Riveter," even to carrying her own lunch box.

Wing Photo Page III



© Original art work by Evan Palmisano, Age 6, Ventura, CA
Evan Palmisano, along with his brothers Aaron and Ryan, and his mother, father, and grandfather were recent visitors to our WWII Aviation Museum.



© Photo by Dave Flood
Clementine, an English Bulldog, is a frequent visitor. She has made many friends at our Wing – particularly with the young visitors. She is owned by Steve Barber's wife La Tanya. Here she is thinking "dinner."



© Photo by Dave Flood
Peter Murnane, of Simi Valley, was another recent visitor. He is a native of England, and remembered vividly his first motorcycle, just like the WWII Aviation Museum's *Indian*, on which he sat for this photo.



© Photo by Dave Flood

Technical Sergeant Gino Dellanina and his wife Betty, both in uniform at the Red Cross party recently in the Museum. Many of our members helped out as workers at the party. The attendees were welcome to tour our C-46 and C-131 while the event was going on. Our other planes were on the ramp for visual display. Luckily, our Zero and Hellcat arrived from Midland, Texas just before the dinner started, and provided three spectacular fly-bys.



© Photo by Therese Palmisano

Evan Palmisano telling Dave Flood how the wings of the Wildcat are folded so it can fit easier into an aircraft carrier. Evan's brothers Aaron (rear) and Ryan are enjoying their WWII Aviation Museum visit, along with their mother, father, and grandfather. Come on out to our Museum, and make it a family affair. We have lots of "living history" here to show you, and the kids of all ages love to see the old warbirds!

**COMMEMORATIVE AIR FORCE SOUTHERN CALIFORNIA WING
World War II Aviation Museum
455 Aviation Drive Camarillo CA 93010 (805) 482-0064**

The CAF So Cal Wing is looking to increase support for our Wing's Museum from the public. The Wing has created a financial donation opportunity by establishing a "Friends of the Museum" program. (Note, this is not a membership program. Rather, it is a fund-raising program.)

The Museum operates on the support of members, events, and donations. The "Friends" annual donation entitles them to unlimited admission to the Museum, discounts at our gift shop, a "Friends Newsletter", and special levels of benefits. At each level, donors have the satisfaction of knowing that their gift helps enrich our educational programs, expand our exhibits, and maintain our airplanes.

If you or someone you know is interested in supporting our mission of preserving aviation history of World War II and beyond, complete this application and send it to the CAF at the address above. (Feel free to make a photocopy of the application).

FRIENDS OF THE MUSEUM APPLICATION

Print Name(s) _____

Address _____

Phone () _____ Cell () _____

Email _____

Check here if you are a current CAF Colonel

Form of Payment: Cash Credit Card Check
(Make check payable to "CAF SoCal Wing - Friends of the Museum")

Credit Card # _____ Exp. Date _____

Signature _____

Mail to above address.

**COMMEMORATIVE AIR FORCE – SO CAL WING
WORLD WAR II AVIATION MUSEUM**



Select Participation Level (Benefits for each level are listed below)

- Individual \$50
- Family \$75
- Supporter \$250
- Sustaining \$500
- Patron \$1,000
- Benefactor \$5,000

Friends of the Museum donation is valid for 1 year from the month of donation.
Your contribution is tax-deductible. (See your Tax advisor for your individual tax situation.)

Friends of the Museum Levels and Benefits

BENEFIT	INDIVIDUAL \$50	FAMILY \$75	SUPPORTER \$250	SUSTAINING \$500	PATRON \$1000	BENEFACTOR \$5000
Unlimited Museum Access	X	X	X	X	X	X
Personalized Friends of the Museum ID Card	X	X	X	X	X	X
"Friends Newsletter"	X	X	X	X	X	X
Gift Shop Discount 10%	X	X	X	X	X	X
Wing Patch			X	X	X	X
Drawing for Ride in SNJ				X	X	
Framed Certificate					X	X
Ride in SNJ and Photo						X
Name on Plaque in Museum						X