

# Flight Line

***The Official Publication of the CAF***

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

**Vol. XXVIII No. 5**

**May 2008**

Visit us online at [www.orgsites.com/ca/caf-socal](http://www.orgsites.com/ca/caf-socal)



© Photo by Dave Flood SNJ-4 #N6411D, see page 10



© Photo by Dave Flood

**The Southern California Wing of the Commemorative Air Force received this "Distinguished Unit Award – 2007" from CAF Headquarters at the Wing Staff Meeting in March. The criteria for this award is that "a unit must have consistently demonstrated extraordinary, meritorious and exceptional service to the Commemorative Air Force." We can all be proud of this award!**

**Wing Staff Meeting, Saturday, May 10, 2008 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 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 Work Day	2	3 Work Day
4	5 Museum Closed	6 Work Day	7 Museum Closed	8 Work Day	9	10 Work Day Staff Meeting 9:30 AM Doolittle Raid
11 Mother's Day	12 Museum Closed	13 Work Day	14 Museum Closed	15 Work Day	16	17 Work Day Air Show-Chino Amed Forces Day
18 Air Show-Chino	19 Museum Closed	20 Work Day	21 Museum Closed	22 Work Day	23	24 Work Day Fly -in Watsonville
25 Fly -in Watsonville	26 Memorial Day (observed) Museum Closed	27 Work Day	28 Museum Closed	29 Work Day	30 Memorial Day	31

<b>STAFF AND APPOINTED POSITIONS</b>				<b>IN THIS ISSUE</b>	
Wing Leader	* Steve Barber	(805) 485-5405	f8f2cat@gmail.com	Wing Calendar	2
Executive Officer	* Jason Somes	(818) 292-4646	nbnh@aol.com	Staff and Appointed Positions	2
Adjutant	* Bob Albee	(805) 583-4872	loll@earthlink.net	A Word from Your Finance Officer	3
Finance Officer	* Casey de Bree	(805) 389-9185	scdebree@aol.com	Pledge of Allegiance	4
Operations Officer	* Gary Barber	(805) 659-4319	bearcat69@pacbell.net	<i>Flight Line</i> Wins 2 <sup>nd</sup> place	4
Maintenance Officer	* (Vacant)			Cavanaugh Sponsors B-29 <i>Fifi</i>	5
Safety Officer	* Marc Russell	(805) 955-9404	captmarcr@aol.com	Ode to CAF	5
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Gift Shop Manager	Sarah de Bree	(805) 389-9185	scdebree@aol.com	Museum Update	6
Public Info Officer	Pat Brown	(805) 479-2221	(no e-mail)	Wing Photo Page I	7
Hangar Event Mgr	Dick Burrer	(805) 444-8285	gatjohnston@aol.com	Interesting Aviation History	8
Chief Docent	(Vacant)			Doolittle Raid Remembered – May 10	9
Air Show Officer	Jason Somes	(818) 292-4646	nbnh@aol.com	SNJ-4 #N6411D Restoration	10
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HANGAR PHONE (805) 482-0064 HANGAR FAX (805) 482-0348 WEBSITE <a href="http://www.orgsites.com/ca/caf-socal">www.orgsites.com/ca/caf-socal</a>				<b>Submittal Deadline - 15th of the month</b> Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501	
* Denotes Staff Position					

## A Word from your Finance Officer

by Casey de Bree

I wanted to take this opportunity to pass along some information to the Wing members concerning the financial issues the Wing is facing. I want to make sure that everyone understands what is happening and what we are doing about it.

First, let me explain that the Wing Staff appointed a Finance Resource Committee (FRC) about one year ago to manage the Wing's finances. It was clear that the Finance officer's job had become too big for one person to do all that was required. The committee consists of Terry Cedar, Bill O'Neill, Clifford Brown, and yours truly. We also draw upon others in the Wing who have offered to be resources. The committee performs analyses of financial alternatives, looks at cost saving measures, and at ways to manage the many financial challenges your Wing faces today.

At last month's staff meeting, Terry Cedar provided the staff and those members in attendance, a summary of some of the new thinking that the FRC has fostered. At least one tough decision had been made by the staff in deciding to return the C-131 to CAF Headquarters to be sold after the economics of the aircraft proved to be no longer viable for the Wing. Your Wing Staff will be asked to make many other tough decisions in the coming weeks. Terry expressed optimism that we will find solutions to our current cash flow problems. I agree with him, failure is not an option.

In 2007, and the first quarter of 2008, we spent considerably more money than we took in, which we cannot sustain much longer. What caused this?

1. Soaring fuel prices, now well over \$5 per gallon.
2. Headquarters increasing ANUAC, by 2.6 times for the Wing.
3. A sharp reduction in air show revenues.
4. Heavy spending on aircraft maintenance.
5. Too many aircraft out of service.
6. Loss of museum revenues in 2007 due to the fire department closure of our facility to the public in June.
7. Major expenses in complying with code requirements to permit us to reopen our museum and keep it open.

The business model for the Wing has changed. We can no longer depend upon covering all our expenses by revenues generated by our aircraft and we must develop new sources of revenue, like the golf tournament, and expand the non-aircraft revenue sources that we have.

There are two bright spots in the income picture. The first is that museum revenue from visitors has come back strong since reopening in January. This can only increase when the California Department of Transportation signs on the 101 freeway that direct travelers in both directions to take the Las Posas off ramp to go to the air museum are installed. They should be in place shortly.

The second is that our SNJ ride program has been very successful since starting it last November. This is a new source of revenue for us. Sales of rides has remained reasonably strong and has helped fill the revenue gap left

by air show cancellations. We are readying the PT-19 we recently acquired to be included in the ride program and we believe this will expand ride revenues further.

The big problem areas are items numbers 1,2 and 3 on the list at the left. Fuel prices have hit us hard, as they have the airlines, and fuel is now the major expense in operating our aircraft by far. The decision by CAF Headquarters to raise the additional revenue they need to operate by doubling ANUAC and charging ANUAC on aircraft in restoration, storage, and long-term maintenance was a double whammy for us. The high fuel prices are the major deterrent to air show organizers and we have seen a number of show cancellations and reduced appearance fees for those aircraft that are attending air shows.

What is ANUAC? It is a tax levied by CAF headquarters on all CAF units and the aircraft assigned to them. The purpose is to cover financial shortfalls experienced by Headquarters in extending services to the units and their other operations. It stands for Annual Unit Administrative Charge. In 2007 our ANUAC was \$15,700 (with the C-131). In 2008 it rose to \$32,500 (without the C-131), an increase of \$20,000, or 2.6 times, when compared with last year's rates for our currently assigned aircraft.

What are we planning to do about our revenue shortfall?

1. We are cutting expenses wherever possible. We already run a tight ship as far as facility expenses are concerned and have reduced aircraft expenditures to an absolute minimum.
2. We are looking at our Aircraft flight hours to see where flights can be eliminated. A large percentage of flight hours are non-revenue hours, including the long trip to Midland for Airsho, which accounts for a surprising percentage of flight hours, and are non-revenue and only partial fuel is provided.
3. We are looking at whether or not we should return any aircraft to CAF headquarters because their operating costs have become too high or because they are not contributing enough to the Wing's revenue.
4. We are looking for grants and other sources of funding for our activities.
5. **We are soliciting member contributions to fund the estimated \$25,000 in required hangar improvements to correct code deficiencies to keep the museum open past June 14, 2008 when the closure order will be reinstated. I currently have donations and pledges of approximately \$5,000. If you can help with this project, your donations are urgently needed and will be greatly appreciated.**
6. We are buying California Lottery tickets in the hopes of winning big. Well, we are not really doing that.

If any of you have any questions relative to the Wing's finances, call me at the number on page 2 of the newsletter, or stop me at the hangar. I promise to answer any questions honestly and openly. I am not keeping any secrets.

In closing, please remember, it's not all gloom and doom. I am proud of our members who have accomplished so much. We will get by our current difficulties, as we have done before, but we will need everyone's help to do it.

## Our Pledge of Allegiance

*From a speech made by Capt. John S. McCain, USN, (Ret) who represents Arizona in the U.S. Senate.*

"As you may know, I spent five and one half years as a prisoner of war during the Vietnam War. In the early years of our imprisonment, the NVA kept us in solitary confinement or two or three to a cell. In 1971 the NVA moved us from these conditions of isolation into large rooms with as many as 30 to 40 men to a room. This was, as you can imagine, a wonderful change and was a direct result of the efforts of millions of Americans on behalf of a few hundred POWs 10,000 miles from home.

One of the men who moved into my room was a young man named Mike Christian. Mike came from a small town near Selma, Alabama. He didn't wear a pair of shoes until he was 13 years old. At 17, he enlisted in the US Navy. He later earned a commission by going to Officer Training School. Then he became a Naval Flight Officer and was shot down and captured in 1967.

Mike had a keen and deep appreciation of the opportunities this country-and our military-provide for people who want to work and want to succeed. As part of the change in treatment, the Vietnamese allowed some prisoners to receive packages from home. In some of these packages were handkerchiefs, scarves and other items of clothing. Mike got himself a bamboo needle. Over a period of a couple of months, he created an American flag and sewed on the inside of his shirt.

Every afternoon, before we had a bowl of soup, we would hang Mike's shirt on the wall of the cell and say the Pledge of Allegiance. I know the Pledge of Allegiance may not seem the most important part of our day now, but I can assure you that in that stark cell it was indeed the most important and meaningful event.

One day the Vietnamese searched our cell, as they did periodically, and discovered Mike's shirt with the flag sewn inside, and removed it. That evening they returned, opened the door of the cell, and for the benefit of all us, beat Mike Christian severely for the next couple of hours. Then, they opened the door of the cell and threw him in. We cleaned him up as well as we could.

The cell in which we lived had a concrete slab in the middle on which we slept. Four naked light bulbs hung in each corner of the room. As I said, we tried to clean up Mike as well as we could. After the excitement died down, I looked in the corner of the room, and sitting there beneath that dim light bulb with a piece of red cloth, another shirt and his bamboo needle, was my friend, Mike Christian. He was sitting there with his eyes almost shut from the beating he had received, making another American flag.

He was not making the flag because it made Mike Christian feel better. He was making that flag because he

knew how important it was to us to be able to pledge allegiance to our flag and our country.

So the next time you say the Pledge of Allegiance, you must never forget the sacrifice and courage that thousands of Americans have made to build our nation and promote freedom around the world. You must remember our duty, our honor, and our country."



Raising the 2nd flag atop Mt. Suribachi  
Feb. 23, 1945

© Photo by Joe Rosenthal, Associated Press

**"I pledge allegiance to the flag of the United States of America and to the republic for which it stands, one nation under God, indivisible, with liberty and justice for all."**



Our Wing's newsletter, *Flight Line*, was awarded 2<sup>nd</sup> Place in the 2008 CAF Newsletter Competition.

## **Jim Cavanaugh to Sponsor CAF B-29 Bomber - FIFI**

JOINT NEWS RELEASE COMMEMORATIVE AIR FORCE HEADQUARTERS Midland, TX CAVANAUGH FLIGHT MUSEUM CONTACT: Autumn Esparza Addison, TX Director of Membership and Public Relations.

The Cavanaugh Flight Museum ("CFM") and the Commemorative Air Force ("CAF") announced today a Cooperative Agreement that will put the world's only airworthy B-29 back in the air. Jim Cavanaugh has pledged \$1.2 million sponsorship for the re-engine project of FIFI, the CAF's world famous B-29.

"This sponsorship, together with additional donations from CAF members, should go a long way towards completing the project of putting FIFI back in the air again," said Stephan Brown, President / CEO of the CAF. "Fundraising for FIFI by the CAF will continue, as we still have other restoration maintenance to perform, but Jim Cavanaugh's generosity will get us a long way down that track," Brown continued.

Cavanaugh is the main financial support for the CFM and has been a long time benefactor of warbird projects and the CAF. "The B-29 played such a significant role in history that it is important that this airplane be preserved. Because of my close relationship with the CAF, I felt the need to get FIFI flying again," said Cavanaugh.

Additionally, the B-29/B-24 Squadron Staff of the CAF, which has been assigned with the responsibility of operating the B-29 and the B-24A, voted unanimously to base these two airplanes at the CFM. According to Lyn Fite, CAF B-29 / B-24 Squadron Leader, "Up to now, these aircraft were based out of Midland, but this unit move will be beneficial to the Squadron in many ways," said Fite. "We will reside in Addison Texas, at the CFM, for six months, while we perform annual maintenance and we will tour on behalf of the CAF, by our crews, for the other six months."

Steve Sheridan Director of Maintenance of CFM exclaimed, "We have the facilities and resources to assist the volunteers of the B-29/B24 and look forward to helping in any way we can."

According to Doug Jeanes, Director of the CFM, visitors of the museum will be able to view this spectacular aircraft during its annual maintenance, at no additional cost.

The Cavanaugh Flight Museum is a non-profit 501(c)(3) educational organization devoted to promoting aviation studies and to perpetuating America's aviation heritage; the museum fulfills its mission by restoring, operating, maintaining and displaying historically-significant, vintage aircraft, and by collecting materials related to the history of aviation.



© Photo by Frank Mormillo

### **Ode To The C.A.F.**

**Our purpose is ever proud and clear,  
For our vintage planes we hold so  
dear.**

**We nurture and tend to them each day,  
Because that is the CAF Way.**

**To fill the sky with their mighty roar,  
We maintain these famous planes of  
yore,  
So others may hail their storied past,  
And marvel at just how long they last.**

**We keep them safe in our hangar bay,  
So they live to fly another day,  
For young and old their spell they cast,  
And fly proudly under the CAF mast.**

**Our mission to honor combat planes,  
And airmen and women never wanes.  
We never forget to give our thanks  
To those before who have left our  
ranks.**

© Dick Burrer

2008

## Could That Be a 4-Engined C-46?

by Dan Cuvier



© Photo by David Matyas

Looking very much like our famed C-46 *China Doll* is the also famous Boeing 307 Stratoliner.

First flown on December 31, 1938, it was actually the first pressurized airliner. TWA took delivery of five, and Pan Am received three of the new planes.

And did you know that back in December, 1941, at TWA's Intercontinental Division (ICD) in Wilmington, Delaware, when the U.S. Army came in, they gave the aircrews flying the Boeing 307 a choice: either stay there as part of the Army and work on the 307s (USAAC designation C-75), or be drafted into the infantry. Boy! Talk about a no-brainer!!

The five ICD C-75s flew transcontinental flights from Washington, DC to Cairo, Egypt (stops at Natal, Brazil and Accra, Ghana) and from New York to Prestwick, Scotland (stop at Gander, Newfoundland). Military conversion had included extra space for crews and for more gas tanks.

And, of course, the Curtiss C-46 Commando was first designed as the CW-20 passenger plane. The "twin-tailed" prototype first flew on March 26, 1940. But more about that later.



© Photo by Eric Van Gilder [www.vg-photo.com](http://www.vg-photo.com)

CAF's *China Doll* coming in for a landing at a 2007 air show. Note the similarity with the Boeing 307.

## Museum Update

by Sarah de Bree



© Photo by Sarah de Bree

### *Doolittle Raid display in our WWII Aviation Museum*

**Special Events Day.** The Museum's first in a series of Special Events will be a celebration of the Doolittle Raid on Japan during WW II. Make a special note of the date, **May 10<sup>th</sup>**, to come out and see what the Museum Staff has put together. Remember to jot down the other Special Events dates:

**September 6:** The Battle of the Coral Sea.

**December 6:** Pearl Harbor

As usual, the Museum Staff is busy improving the displays and adding new ones. Our current task is an update to the Battle of Britain display and adding a 'Women in the Wars' section. We have just completed (with data we have to date) a new area we are calling "Our CAF Hero(s)". If you have some interesting pictures for our Rotogravure please bring them to myself or Shirley Murphy.

Again, I remind everyone that we are in desperate need of Docents. We are having a difficult time even filling our a roster so if you think you would like to help one or two days a week, or if you know someone who might be interested, please help us by following through and talk with myself or Ron Fleishman or give someone our phone numbers as listed in the Members List. We seriously need everyone's assistance on this problem.

Since the Museum's reopening, we have been able to attract more of the public's attention, either by more aggressive advertising, our Warbirds Flights Program and/or our Special Events days. Let's hope this trend continues for the benefit of the Museum and the Wing.

Until next time.....

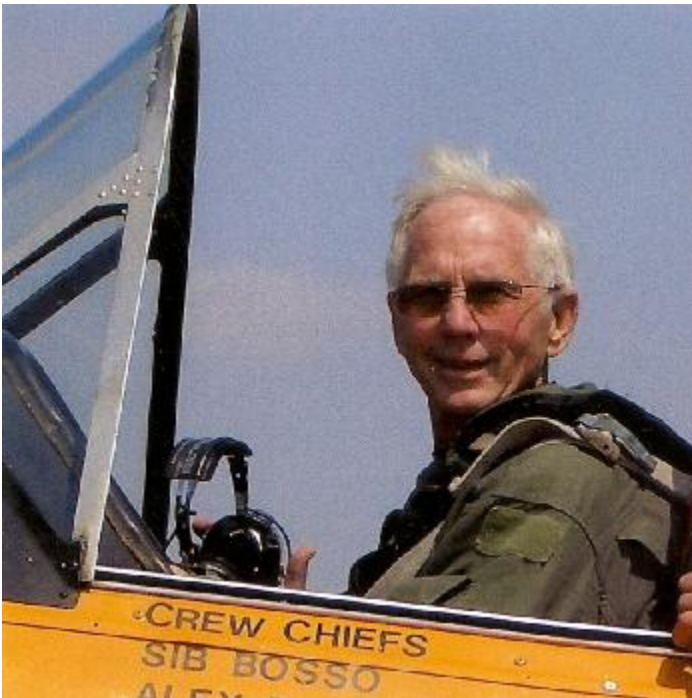
## Wing Photo Page I



© Photo by Ceci Stratford

A recent visitor to our WWII Aviation Museum was Irene Haenke, of Tampa, Florida. She had been a Link Trainer instructor at Drew Field in Tampa during WWII, training B-17 pilots just before they shipped overseas.

She was thrilled to see the Link Trainer, and sent us a message through our website, saying: "It was one of the best times of my life...up until I met my husband and settled down in northern Minnesota and raised a family of six daughters and one son. We are both veterans and are proud of our service to our country. Our grandson, Greg Guimont, graduated from West Point and served in Iraq as a Blackhawk pilot. We are very proud of him. Thank you to the people who have made this museum possible."



© Photo by Ken Barger

Terry Cedar is one of the pilots in our Warbird Flights Program. Call (805) 482-0064 to reserve a ride.



© Photo by Dan Newcomb

Marc Russell fitting the frame for the navigator's "bubble" onto the fuselage of *China Doll*. Note the new "skin." The guys will be riveting it in place very soon.



© Photo by Dave Flood

Dan Newcomb drilling holes for future riveting in the new panels being readied for the *China Doll's* skin. Scott Drosos, at our Restoration Hangar during a post-operative visit, is making sure Dan does it right.



A 1993 visit to London by members of our Wing. Joe, Chuck, Steve and Ken – Cheers! Guys. Have another!

## An Interesting Bit of Aviation History

From *The New Yorker*, Dec. 10, 2007, *The Checklist*,  
By Atul Gawande.

"On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition.

In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.

A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck.

A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly, and climbed sharply to three hundred feet. Then it stalled, turned on one wing, and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill. (thus ...Hill AFB, Ogden, UT).

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features. While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls.

The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly." The Army Air Corps declared Douglas's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing.

Instead, they came up with an ingeniously simple approach: they created a **pilot's checklist**, with step-by-

step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.

In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 1.8 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany."



**The Boeing Model 299 after the crash. It's ironic that the rudder and elevators that had not been unlocked are still intact after the crash.**



**The very successful successor to the fated Model 299 was the Boeing B-17G, shown here on a bombing raid over Germany in World War II. What a difference a simple checklist has made in aviation history!**

Note: Thanks to Dan Cuvier for suggesting this story.



**COMMEMORATIVE AIR FORCE  
SOUTHERN CALIFORNIA WING**

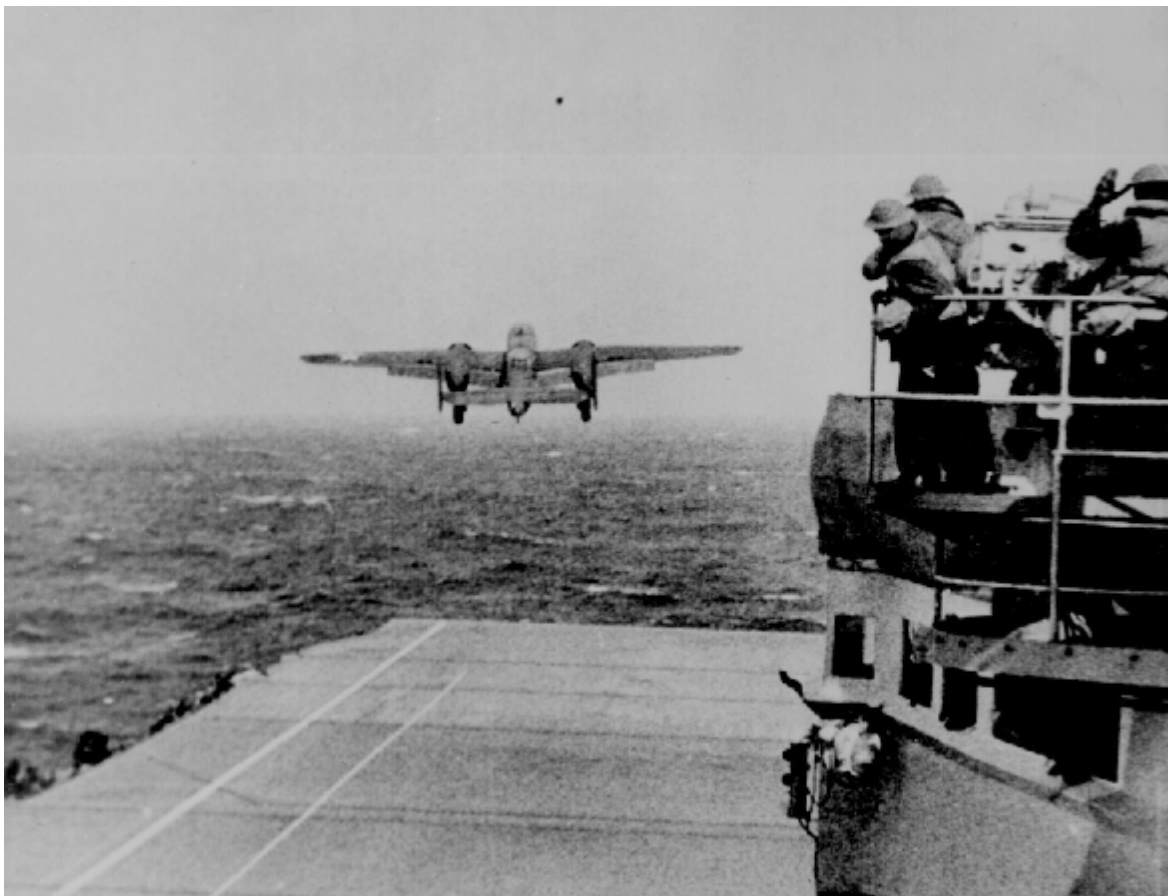
**SPECIAL EVENT COMMEMORATING**

**THE "DOOLITTLE RAID"**

**MAY 10, 2008 Saturday**

**10:00 a.m. to 4:00 p.m.**

**See the airplanes fly  
Visit special exhibits  
Enjoy light refreshments**



**Lt. Col. Jimmy Doolittle led sixteen B- 25 Mitchell bombers,  
taking off from the USS Hornet to attack Tokyo, Japan –  
18 April, 1942.**

**455 Aviation Drive  
Camarillo, CA 93010  
(805) 482-0064**

**Admission Donation Requested  
\$5 Adults \$2 Children  
[www.orgsites.com/ca/caf-socal](http://www.orgsites.com/ca/caf-socal)**

## SNJ-4 #N6411D Restoration by Dave Flood

Joe Peppito and his stalwart crew have been hard at work getting the SNJ-4 ready for its initial engine run-up. This, according to Joe, should happen soon. Here are a number of photos taken just days ago, showing what progress the crew has made on this aircraft.



**SNJ-4 crew members Keith Bailey, Jim Barnum, and Dan Cuvier working on the left wing.**

If you would like to become a "silent" member of this SNJ-4 #N6411D Restoration Crew – you can do so by sending a check – made to *CAF, SoCAWing (SNJ-4)*, and mailing it to: *CAF, 455 Aviation Drive, Camarillo, CA 93010*. Thanks for helping us to "Keep 'Em Flying!"

## Wing Photo Page II



© Photo Courtesy of Dick Russell  
That's Dick Russell, Marc's dad, flying his T-34 (2<sup>nd</sup> from bottom) somewhere over Florida. He is a member of the CAF Florida Wing, which is very busy renovating a TBM Avenger, with the help of Continental AL.



© Photo by Brian Rooney  
The "M\*A\*S\*H crew celebrated the 25<sup>th</sup> anniversary of its last TV show in the Malibu Mountains recently. They had contacted us through our website for info on a flyable Bell 47 helicopter to be in attendance, but the helicopter that we located was in Texas that day. From left: Director Charles Dubin, Mike Farrell, Loretta Switt, producer Gene Reynolds, Bill Christopher, and producer Burt Metcalf.

## 2008 Air Show Schedule

5/17-18	Planes of Fame, Chino, CA	F6F, Zero
5/24-25	Watsonville, CA Fly-In	F6F
7/28-8/3	AirVenture, Oshkosh, WI	F6F, Zero
9/20-21	Airsho 2008 Midland, TX	All planes

The attendance at AirVenture is tentative at this point in time.

Other air shows are under negotiations, and we hope to have more info for you next month. If you are planning to attend any of the above shows, please call ahead at 482-0064 to confirm date, time and planes.



© Photo courtesy WWII Medium Bombers, Fall, 2006  
A USMC PBJ-1H (3-toned, grey & blue) Mitchell bomber going through sea trials on USS Shangri-La (CV-38), an Essex-class carrier, on November 15, 1944 off Norfolk, VA. This PBJ, heavier than the Doolittle B-25Bs, made an arrested landing on the Shangri-La.



© Photo by Dave Flood  
A recent group visiting our WWII Aviation Museum was from the Home Schooling organization.



Ron Fleishman's grandson, Gavyn, one of our CAF mascots. He accompanies Ron to the Museum, and has gotten to be quite a welcome visitor around our hangars. Maybe a future pilot, Ron?



## First Annual CAF - So. CA Wing Golf Tournament

Proceeds go to preservation of and historical education about vintage military aircraft.

Las Posas Country Club                      June 2, 2008 (note new date)  
955 Fairway Drive  
Camarillo, CA 93010

**10:00 a.m. Golf / 3:00 p.m. Cocktails & Silent Auction / 5:00 p.m. Dinner**

**Cost: \$225 per player, incl. Dinner & raffle ticket – limited to 120 players**

**Banquet dinner open to additional 120 guests at \$50 each**

**For more information, call 1-800-987-4CAF (4223)**

**Mail us at:     CAF, So. CAL Wing Events  
                    746-F S. Victoria Avenue - #421  
                    Ventura, CA 93003-6538**

### Sponsorships Available at Three Levels

Silver Sponsorship at \$2500 / Gold Sponsorship at \$5000 / Platinum Sponsorship at \$8000

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### 1<sup>st</sup> Annual CAF Golf Tournament Application

Golfer: \_\_\_\_\_ @ \$225                      Extra dinner guests @ \$50 each: \_\_\_\_ Total: \$\_\_\_\_\_

Address: \_\_\_\_\_                      Polo Shirt Size: (golfer only) S M L XL XXL

E-Mail: \_\_\_\_\_                      Phone No: \_\_\_\_\_

Copy this form and send it, with your check, to the above address . For more people, make extra copies. Please make checks payable to: **CAF, So. CA Wing – Golf Tournament.** Thank you!

The CAF is a non-profit 501(c) (3) educational, historical preservation organization that restores and flies vintage military aircraft. Donations are tax deductible to the extent of the law.