

Flight Line

The Official Publication of the CAF

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



© Photo by Atsushi "Fred" Fujimori
Our CAF-SoCAWing Team at *Warbirds Over Wanaka*. See Page 9 for their "lineup."

Vol. XXX No. 5

May, 2010

Visit us on line at www.cafsocal.com and www.orgsites.com/ca/caf-socal



© Photo by Phil Makanna www.ghosts.com

Our Mitsubishi A6M3 Zero flying over Wanaka, New Zealand during the "Warbirds Over Wanaka" Air Show in early April.

See Pages 5 and 9 for more photos.

**Wing Staff Meeting, Saturday, May 15, 2010 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.

May 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Museum Open 10am to 4pm Every Day Except Monday and major holidays						1 Work Day
2	3 Museum Closed	4 Work Day	5	6 Work Day	7	8 Work Day
9 Mother's Day	10 Museum Closed	11 Work Day	12	13 Work Day	14 Air Show Chino	15 Work Day Wing Staff Meeting 9:30 Armed Forces Day
16 Air Show Chino	17 Museum Closed	18 Work Day	19	20 Work Day	21	22 Work Day
23	24 Museum Closed	25 Work Day	26	27 Work Day	28	29 Work Day Air Show Madera
30 Memorial Day Air Show Madera	31 Memorial Day Observed Museum Closed	Museum Open 10am to 4pm Every Day Except Monday and major holidays				

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* Denotes Staff Position				

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Sentimental Journey

by Dave Flood

They had been a team...over sixty-four years ago. They had looked out for each other over thirty-five missions over Germany. They had lost good friends, and had come back from World War II with their lives intact – but have never forgotten those friends they left behind.

They are part of the “Greatest Generation,” and they came together again to reminisce and give thanks for each other.



© Photo by Carol Bachman

Their names, from left, are: Orville “Bill” Main (pilot); John Doyle (waist gunner); Leroy Kuest (chief engineer); and Gordon Glover (co-pilot). Behind them is their type of plane – a Boeing B-17G Flying Fortress.

They met at Castle Air Museum in Atwater, CA, on the site of the old Castle Air Force Base, where Bill Main had received his basic training. Two had family members with them: Bill’s daughter Carol and her husband Glenn; and Gordon’s daughters Tina & Barbara, son Bill, and grandson Riley, who wants to follow Grandpa in the USAF.

They had flown their B-17G out of Rougham Airfield, Bury-St.-Edmunds during 1944/45 as part of the 331st Bomber Squadron, 94th Bombardment Group, 4th Bombardment Wing of the 8th Air Force. Their tail code was the Square A.



© Photo by Carol Bachman

B-17G “Virgin’s Delight” displayed at Castle Air Museum. Note the “Square A” tail code- 94th BG.



© Photo by Carol Bachman

One of the many displays at Castle Air Museum is dedicated to the 331st Bomber Squadron of the 94th Bombardment Group (Heavy).

It was an appropriate place for these old friends to meet in a mini-reunion, for Castle AFB had not only been the site of Bill Main’s basic training, but also because it was named for Brig. Gen. Fred Castle, Commander of the 94th Bombardment Group, who received the Medal of Honor for bravery above and beyond during a mission to Arnhem on Christmas Eve, 1944. After being hit by ground fire, Gen. Castle made sure all of his crew parachuted safely – then guided his badly damaged Flying Fortress away from American infantrymen to a clear field, where he crashed. Gen. Castle was killed instantly in the crash.

The 94th Bombardment Group completed 324 missions. They lost 153 B-17s in combat, and another 27 to accidents. Approximately 1,600 men were killed in the 180 planes lost.



Rougham Tower Museum, Rougham Airfield

A memorial museum is now at Rougham Airfield, Bury St. Edmunds, England with memorabilia and plaques honoring the contributions of the 94th Bombardment Group in preserving England’s freedom, and also helping to win the war in Europe. The plaque shown below is hanging in a museum at Earls Colne Airfield, where the 94th was first based. Our heartfelt thanks go to this 94th BG crew!



Successful Hangar Event Weekend



© Photo by Steve Murphy, NAWCC

Ernie Jenson (l.) and Michael Schmidt, two of the leading organizers of the NAWCC Watch & Clock Mart recently held in our Museum Hangar.

Letter to Steve Barber, Jr., Hangar Events Manager, after the Watch & Clock Mart event:

Hi Steve,

I want to thank you and the guys at the CAF for the great help we received putting on the best Watch & Clock Mart ever. We offered a special service to the community this year – where we gave free appraisals and evaluations on peoples' old watch and clock treasures. We had people standing in line waiting for the service. We made many new friends this year. We sold every available table and had many happy people enjoying themselves and the museum.

We were especially happy with the raffle of the free airplane ride. How nice that the whole family was there and that the grandson got the ride. His goal after college is to be a Navy pilot. How great is all that? I will write up an article on this and send it out in the "Chrono Times." This will go out to about a thousand people. It is the largest-read chapter newsletter in the country.

We provided a lot of exposure for you Warbird Ride Program, and hope you get some business from our promotion.

I know you guys stacked up a lot of work in two days with back-to-back events. I know you were running on a couple of hours of sleep and giving the maximum effort for the volunteer job. My hats off to you! It is a little easier for us old retired guys to make that kind of commitment. I also heard that your dad was having some problems upon returning from New Zealand. I sure hope he is o.k.

Well...the show couldn't have been better, and the location is perfect. I want you to know what one of our table holders said when she called me this morning:

I got a call from Mary Ann, the fudge candy lady, this morning, and she said that this was the best show she has ever attended. She said what could be better than a room full of happy people and many buying her Candy. She had sales of over \$300. Then she said, "What an enjoyable day, sitting there with my daughter, looking out at the airplanes with the mountains in the background."

I guess that is the feeling many people had.

Ernie

National Association of Watch & Clock Collectors



© Photo by Steve Murphy, NAWCC

A look at the large crowds attending the Watch & Clock Mart in our Museum Hangar.

Hangar Events Manager's Report

By Steve Barber, Jr.

April 17: Our fundraiser event for Temple Adat Elohim, with 320 people in attendance, made \$4,300 for the Wing, with nine Warbird Rides auctioned off.

April 18: The Watch & Clock Mart show, with 280 people attending during the day. We sold a ride in the SNJ-5 and they auctioned it off. We made \$1,425 on this event. So, For the weekend of April 17/18, 2010 we made a total of \$5,725 – not counting our Gift Shop sales.

April 24: Private birthday party - \$1,500 for Wing.

Future Hangar Events:

Saturday, June 12: Wedding – all day.

Thursday, July 1: USN retirement ceremony – 10 to 1.

Saturday, July 31: Wedding – all day.

Saturday, August 21: Wings Over Camarillo Air Show Party – 16-member band.

Friday, Saturday, Sunday, September 24, 25, 26 :

Octoberfest – N.P. Rotary Club.

Call me at 223-1077 if your family or your organization would like to schedule a special event in our Museum Hangar. I assure you it will be perhaps the most memorable venue for a special event they have ever attended. We look forward to serving you!

Wing Photo Page I: Zero at Wanaka



© Photo by Leonie Darcel
Here's our Zero on its way from Auckland to Wanaka.



© Photo by Leonie Darcel
On approach to the Wellington, NZ airport.



© Photo by Leonie Darcel
Some of the fabulous scenery that they flew over on the way to Wanaka.



Warbirds Over Wanaka Air Show poster, featuring our Mitsubishi A6M3 Zero.



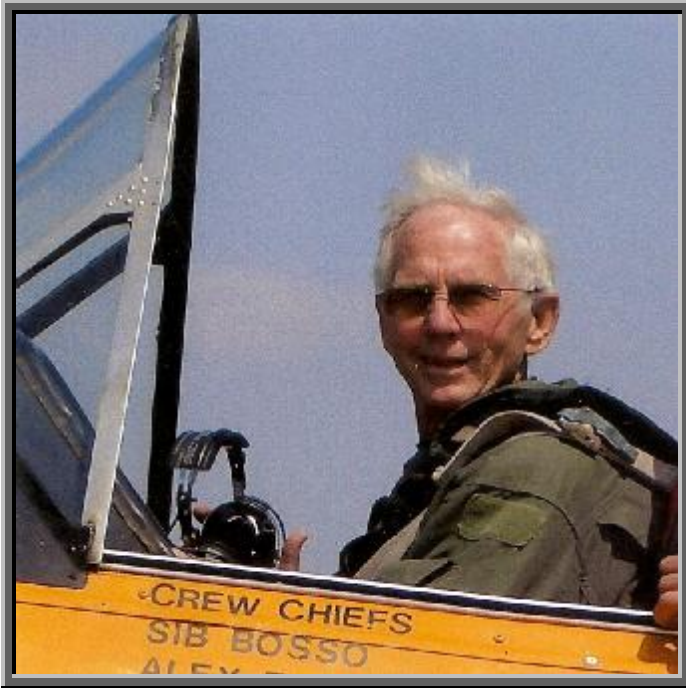
© Photo by Leonie Darcel
The Zero arriving at the Wanaka, NZ Airport



© Photo by Leonie Darcel
Flaps down, gear down – landing at Wanaka. Thanks to Leonie Darcel for these great photos!

Accentuate The Positive!

by Terry Cedar



Col. Terry Cedar – Wing Adjutant and Warbird Rides Pilot

It seems the tone of recent years has been to emphasize the issues confronting the So Cal Wing and to jump into conversations that discuss all the things that are wrong with the Wing. This attitude and approach certainly tears down the morale within the organization; makes potential new members unwilling to join our Wing; looms as a disincentive to the present members who are about ready to throw up their hands and say: "Why bother to keep trying?"

One of the blessings of this Wing is our Finance Officer, Casey de Bree, and his conservative approach to the Wing's accounting. The Financial Review Committee (FRC), which was formed some four years ago, established a more stable accounting system and began the budgetary process. Monthly financial statements, specific monthly financial reports on all aspects of the Wing are available – income and expenses for the museum, air shows, individual aircraft, donations, event income, etc. This information is available to anyone who has an interest in looking at it.

Because of the new accounting system and the information that was forthcoming, Staff was able to make a good decision to sell the Convair C-131 and recover some money from its sale. If this decision had not been made, interest and loan pay-down would have taken a significant toll on the Wing's financial health.

How many of us realize what Steve Barber, David Price and others did to sell the static display Zero and pay off all but \$150,000 for the Wing's present Zero. This balance

was paid off and funds received to finish paying off the Spitfire – again through the efforts of very special individuals. A matching grant request for \$50,000 was written and submitted to Midland to finish paying for the Spitfire Griffon engine - and for the continuation of the Spitfire restoration.

If you analyze the positive events that have taken place, why does it seem that the museum side is against the pilot/maintenance side? I am so impressed with the dedication of the museum director, the docents, the event coordinator, museum staff ... and I am so impressed with the dedication of the mechanics - including pilot/mechanics – who work on the aircraft. How about the passionate folks working on the restoration airplanes which are a big deal: the SNJ-4 is now flying; the Spitfire restoration end is in sight; the PBJ is in a constant progression and the restoration crew's enthusiasm is contagious; the F-24 is starting to get back on track. How about the dollars being raised and utilized on these projects? The PBJ now has a \$33,500 matching grant; the SNJ-4 has a new engine, propeller, instrument panel and a restored airframe (\$125,000); the Spitfire's \$150,000 engine has been paid for, along with the overhaul of the airframe and systems; the SNJ-5 has received a new engine and prop as of about two years ago and has about 220 hours on them.

I then look at the members in the maintenance hangar that keep the equipment operational; parts being ordered and received; records being kept for aircraft and pilots; attempts are being made to keep the hangar, ramp, bathrooms and floors cleaned.

And the pilots, who not only sponsor the airplanes they fly, but also work on the airplanes and fly them at air shows – some as far away as Geneseo, NY and Wanaka, New Zealand. The flying aircraft are in a good airworthy condition and are reliable; they are ready to perform at an air show or to give a paid ride, again because of the commitment of these people.

Think about the efforts in getting the Bearcat back up after its emergency landing in Burbank; the days and hours spent modifying the airplane to accept a more reliable variant of the original engine. We will never realize how these guys, including non-pilot members, gave of themselves in behalf of our flying museum. The Wing had to raise over \$70,000, including pulling from the Wing general fund, to get that airplane back into the air with a fresh engine. It was the Wing members who helped support this Bearcat effort...a team effort from all directions. By the way, I am one of the pilot / mechanic exceptions - but I do help clean the airplanes every so often.

Let's swing over to the museum side of the So Cal Wing operation and remember what the museum folks had to go through when the museum hangar was shut down because of Ventura County code violations. It took the diligence of several people to deal with the issues, plus \$67,000 in funds. A cadre of members tackled the "O"

Club and completed it – and now it's warm during the winter months and cool during the summer! Another small group of members have taken on the responsibility of getting the permits, contractors, donated materials, etc. to eliminate the final constraint to having a museum hangar that is completely legal; a fire wall between the maintenance hangar and the museum at a cost of \$30,000. The Wing has the funds to complete this last facility project - but it does drain the hangar fund and reserves.

Have we taken the time to reflect on the hours that the docents spend educating the visitors about the importance of aviation in WWII, Korea, Vietnam, and the Desert Wars - and about the Wing's specific aircraft and exhibits? Can you imagine trying to keep the museum displays, floors, walkways clean and safe? I can't! The museum and gift shop income covers the facility bills and allows the Wing members to continue to build and make stronger the CAF So Cal Wing.

Have you thought about the labor of love that takes place behind the scenes as members put together exhibits, display artifacts, publish the Flight Line, maintain the Wing website, promote air shows, meet to establish procedures and policies, provide outreach to community groups and schools, maintain an active Friends Program, put on successful hangar events such as "Wine And Wings", create and stage special events such as the "Women In War" program, create and erect memorial displays for each aircraft, run the successful Warbird Rides Program utilizing our SNJ-5 and PT-19A, etc., etc.? The dedication to the CAF Mission of so many people is an inspiration and we should all appreciate these members.

Administration and Staff are willing to make hard decisions for the long term benefits of the Wing and the C-46, China Doll, is a perfect example: the airplane is down for the time being, but I do expect that, as the members see how far we have come and the struggles that should be behind us, they will step up and get China Doll back in operation. With good promotion and controlled pilot training, the airplane will once again become a hit on the air show circuit and profitable.

Staff is working hard to establish and maintain good fiscal responsibility and establish the disciplines of good business practices. The bills are being paid current except for monies due HQ, but the Wing is making in-roads on getting that current, despite the dramatic increase in ANUAC costs two years ago.

I am proud to be a member of the So Cal Wing and I look forward to what our Wing will be as we all pull together as one unit supporting each area of endeavor.

You have shown me your generosity by the giving of your time, your talent and treasures. A sincere "thank you"!

Editors' Note: We can only add "Amen" to Terry's words.

CAF President's Choice Award

by Dave Flood

On March 20, 2010, the Commemorative Air Force awarded its President's Choice Award to the Southern California Wing. The award is displayed in the Museum.



The citation reads:

The criteria for the award is that a unit must have demonstrated extraordinary, meritorious, and exceptional service to the Commemorative Air Force while completing the actions necessary to sustain the successful operations of the unit.

The Southern California Wing has continued to flourish in 2009 and has performed in an outstanding manner. Although the Wing had a slow start in 2009, they rallied and completed the year on a high note. The Wing's leadership and membership were faced with an increasing financial burden and, under the leadership of the staff, organized some unique fund-raising efforts during the year. The "Wine and Wings of Ventura County" event was very successful, and serves as an outstanding example for other units. This idea created additional community awareness of the CAF and its mission.

Increased emphasis and advertising for the Wing's aircraft rides program, coupled with the generous support of the Wing's members, have been outstanding actions that enabled the Wing to meet its financial needs.

The Wing Staff faced a leadership crisis, which they handled quickly and professionally. Additionally, the Staff embraced a last-minute opportunity to make an international impact for the CAF – with the "Warbirds Over Wanaka" air show in New Zealand.

The Wing's flying efforts and excellent maintenance activities have continued to set a very high standard of performance.

The Southern California Wing is hereby presented the Commemorative Air Force President's Choice Award for 2009 in recognition of their outstanding leadership and enthusiasm toward supporting the goals and objectives of the Commemorative Air Force.

Doolittle Raiders' Reunion by Steve Brown



The CAF Devil Dog Squadron's "Devil Dog" PBJ-1J

The National Museum of the United States Air Force held the 68th reunion of the Doolittle Tokyo Raiders. On April 18, 1942, 80 men launched their B-25s from the USS Hornet aircraft carrier on a top-secret mission to bomb Japan in retaliation for the attack on Pearl Harbor. The reunion included one of the largest gatherings of B-25s since World War II.



"Maid In The Shade," the CAF Arizona Wing's B-25J

The CAF had five B-25 Mitchell Bombers in attendance. The Arizona Wing's *Maid in the Shade*, Devil Dog Squadron's *Devil Dog*, Missouri Wing's *Show Me*, Minnesota Wing's *Miss Mitchell* and the Yellow Rose Squadron's *Yellow Rose*, traveled to Ohio from their home bases to represent the CAF and honor the brave men who took part in the secret raid to bomb Japan.



Minnesota's Wing "Miss Mitchell" overhead



B-25J Mitchell "Show Me" from the Missouri Wing

The highlight of the event was a flyover with 17 B-25 Mitchell bombers. All five CAF planes took to the skies for this historic reunion. The CAF airplanes looked fantastic - thanks to the hard work of the member-volunteer crews.

Throughout the event, the CAF Colonels were busy posing for audience pictures. Each unit had a PX near their bombers and invited attendees to pick-up souvenirs of their favorite B-25. Many rides and tours were also given to eager participants.



B-25 "Yellow Rose" of the CAF's Yellow Rose Squadron

The CAF would like to thank the Arizona Wing, Devil Dog Squadron, Missouri Wing, Minnesota Wing and the Yellow Rose Squadron for their participation in the reunion and for representing the CAF with hard work and dedication to honoring American Military Aviation.

[Click here to watch a video of Yellow Rose at the reunion.](#)

Steve Barber, Sr. In Sick Bay

Steve Barber, Sr., after returning from a very successful trip to New Zealand, where he shared pilot duties with Jason Somes in flying our Zero at the Warbirds Over Wanaka Air Show, took ill and required some time in a local hospital. He then went home but was on antibiotics. He has recently returned to work. We all wish him well!

Wing Photo Page II: Zero At Wanaka



© Photo by Atsushi "Fred" Fujimori

Our "no nonsense" CAF-SoCAWing Team at Wanaka: Dave Casey, Tanya & Steve Barber, Jason Somes, Leonie Darcel, Will Schauer, and Alan Gaynor. Thanks to our good friend, Fred Fujimori, for this photo and the two following.



© Photo by Atsushi "Fred" Fujimori

Zero flying with P-40 Warhawk over some beautiful New Zealand scenery.



© Photo by Atsushi "Fred" Fujimori

Another shot showing the absolutely gorgeous vistas that our pilots, Steve Barber & Jason Somes, flew over.



© Photo by Phil Makanna www.ghosts.com

Phil Makanna, creator of the famous "Ghosts" calendars, who also shot our cover photo, caught the Zero climbing over the mountains at Wanaka.



© Photo by Phil Makanna www.ghosts.com

Another shot of the Zero and Warhawk together, this one with the smoke trail on.



© Photo by Phil Makanna www.ghosts.com

The Zero has landed – after a very successful showing at the famous *Warbirds Over Wanaka* air show – on April 2, 3 and 4, 2010. We have had exemplary assistance from many people in helping to solve the logistics of getting the plane to New Zealand and back. Thanks to Phil Makanna for these photos

The Wing crews, the crews at Port of Long Beach, the crews at Auckland and Tauranga Airport, and the crews at Wanaka – all deserve much credit for a job well done!

Saga of the Normandy Gun by Avery Willis

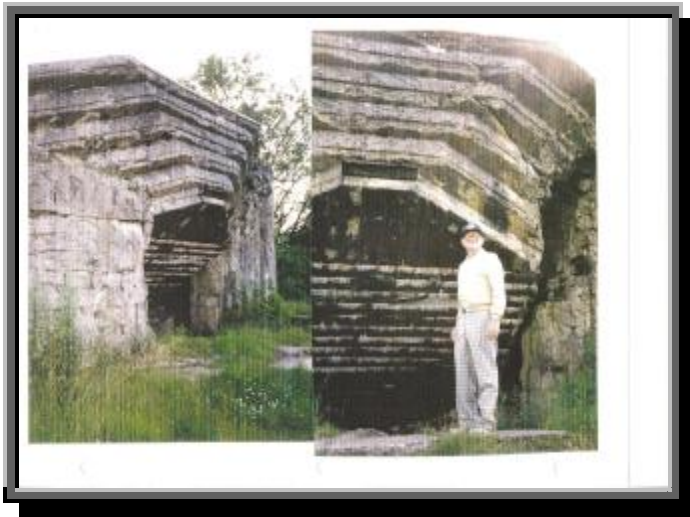
In 1966 I helped Col. Robert Carey write his memoirs. Bob flew a P-38 Lightning with the 474th Fighter Group in the ETO during WWII. In his memoirs he described taking out a German shore bombardment gun on the Cherbourg Peninsula during the June 1944 D-Day Normandy Invasion.

Carey was flying over the channel and saw a gun flash from the hedgerows. The shell hit a U.S. destroyer in the channel. Carey focused on the spot that the flash came from and dove on it. His bomb went right through the gun opening in the concrete gun emplacement, silencing the gun.

A general on the beach reported that a P-38 had knocked out the gun and Carey's gun cameras confirmed the hit. Carey earned a Bronze Star for the attack on the gun.

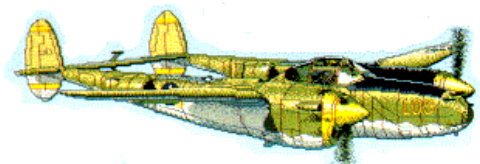
In 1997 our family went to Europe with Bob and one of our goals was to find that gun. At first we were looking too close to the beach, then about 1/2 mile inland we found the gun.

Bob thought that it was too far inland, but when we found a plaque on the gun stating that it had sunk an American destroyer and then had been silenced by an Allied aircraft, we knew that was the gun. From the damage it was clear the bomb has gone through the gun-emplacement opening - the only way the gun would have been knocked out.



© Photo by Avery Willis

Bob Carey standing in front of the Nazi gun emplacement he had bombed during the D-Day invasion of Normandy, France in June, 1944.



© Photo by Dan Newcomb

Jeff Birdt doing some wiring work on one of the PBJ's wings. The PBJ Renovation Team is doing great work in completely redoing the aircraft's wing structures.



© Photo courtesy of Gene O'Neal

Gene O'Neal near the tail of the EAA's B-17G "Aluminum Overcast," which recently visited Oxnard Airport. Gene took a ride in the old bomber.



© Photo by Dan Newcomb

Wildflowers near Lancaster, CA

I woke up one mornin' on the old Chisholm Trail,
With a rope in my hand and a cow by the tail.
Come a ti-yi yippy, yippy yea, yippy yea,
Come a ti-yi yippy, yippy yea!

Wing Photo Page III



Photo in our archives showing our new hangars, with the old nose hangar still standing. Thanks to Ron Fleishman and Carol Bachman for info on the photo.



© Photo by Dave Flood

Beautifully restored Grumman Albatros – owned by “Row 44” and stationed at Avantair hangars – CMA.



© Photo by Juan Benitez

A new 1/5 scale RC model of our Bearcat made and flown by our good friend from Spain, Juan Benitez. <http://www.youtube.com/user/simpecado#p/a/u/1/LmlHf5ovrMO> (click on “JUAN” on right and have your sound “on”)



© Photo by Jack Buckley

How about this beautiful model of our Zero – done by Jack Buckley of Marlboro, MA.

Jack says that he chose our Zero to model because of the blue stripes on the fin and rudder, and also because of the great help from Casey de Bree and others at our Wing, for which he is very thankful.

Jack is a 3-time U.S. National Scale Champion, and a member of the past two U.S.A. Scale Teams. He has been a judge and contest director for the U.S. Scale Masters for the past 30 years.

The model is all wood, with ½ oz. per sq. ft. fiber glass cloth over the wood. He matched the color of the full size to paint chips and then mixed up the paint in a 2-part epoxy paint – sprayed with an HVLP spray gun. The engine is a 1.5 cid gas engine, designed for model use.

Jack says the scale is approximately one-fifth.

Jack’s son Mitch is an A&P with an A-1 rating, who also makes and flies scale models.



© Photo courtesy of Jack Buckley

Here’s Jack Buckley with another of his award-winning models, an Interstate Cadet, which is currently at the Oregon Aeronautical Society’s Museum.

Flight Test Historical Foundation To Honor 3 Pilots, Including Clay Lacy

© by Harlis Brend



© Photo by Harlis Brend

Part of the Air Force Flight Test Center Museum at Edwards Air Force Base.

The Air Force Flight Test Center (AFFTC) at Edwards AFB, earlier known as Muroc Flight Test Center, and the surrounding Mojave Desert have been host to flight testing for many years.

While flight testing still continues, there is a lot of history to be preserved. The AFFTC Museum at Edwards AFB is an Air Force Field Museum, operating within the guidelines of the USAF Heritage Program. Its mission: ‘to collect, interpret, preserve and display the material history of the AFFTC, Edwards Air Force Base and its antecedents, and the history of USAF flight testing.’”

In order to raise funds for a \$6 million museum facility outside the Edwards AFB gate, which could house many of their aircraft and memorabilia and where the public would have access, the Flight Test Historical Foundation will hold an ‘Excellence In Aviation Awards’ ceremony/dinner to kick off the fund-raising campaign on **May 8, 2010.**

“The FTHF will honor three pilots for EXCELLENCE IN AVIATION: Robert ‘Bob’ Hoover and Brig. Gen. Robert Cardenas, USAF (Ret.) will receive awards for excellence in Flight Test, and **Clay Lacy (a member of SoCAWing)** will receive an award for excellence in Aviation Business.

The event will be held at the Proud Bird Restaurant Ballroom near Los Angeles International Airport. Entertainment for the evening will be provided by Barbara Morrison, internationally renowned jazz and blues performer and her Morrison Jazz Quartet.

Additional information and tickets are available online at www.edwardsmuseum.com , or you can call (661) 277-8050 or (310) 612-2222.”

Wing Air Show Schedule: 2010

By Jason Somes

April 24	Half Moon Bay Air Show	F8F, SNJ-5 (rides)
April 30–May 2	March AFB	F8F, F6F
May 14-16	Chino “Planes of Fame”	F8F, F6F
May 29,30	Madera, CA Air Show	F8F, F6F, Zero

This schedule is tentative, so if you plan on attending any air show, please call us at (805) 482-0064 for updates.



© Photo by Frank Mormillo

Our Bearcat at the Riverside Air Show held on March 27, 2010. Thanks to Frank Mormillo for these photos.



© Photo by Frank Mormillo

Always the crowd-pleasers – our F6F-5 Hellcat and F8F-2 Bearcat – wowing the crowds at the Riverside Air Show. If you would like to “wow” your air show, or just have a memorable fly-over by one or more of our warbirds, call Jason Somes at (818) 292-4646.