

# Flight Line

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



May, 2013  
Vol. XXXIII No. 5



© Photo by Dave Flood  
Our new ALON "Aircoupe." See page 6.

Visit us online at [www.cafsocal.com](http://www.cafsocal.com)



Photo Courtesy of Scott Slocum

Our CAF-SoCAWing fighters accompanying "FIFI" from Palm Springs to Camarillo on March 18, 2013.  
See page 14 for information on Scott Slocum, the photographer who took this photo.  
Go to this link to see a video of "FIFI" and our CAF-SoCAWing aircraft in action:  
<http://www.youtube.com/watch?v=Fw09FiVjINk&feature=youtu.be>

**Wing Staff Meeting, Saturday, May 18, 2013 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 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Museum Open 10am to 4pm Every Day Except Monday and major holidays			1	2 Work Day	3	4 Work Day
5  Cinco de Mayo	6 Museum Closed	7 Work Day	8	9 Work Day	10	11 Work Day
12  Mother's Day	13 Museum Closed	14 Work Day	15	16 Work Day	17 Docent Meeting 3:30	18 Wing Staff Meeting 9:30 Wing Party 4:30-9:00
19	20 Museum Closed	21 Work Day	22	23 Work Day	24	25 Work Day
26	27 Memorial Day	28 Work Day	29	30 Work Day	31	

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Maintenance Officer	* Ken Gottschall	(818) 439-5885	<a href="mailto:kgts@netzero.com">kgts@netzero.com</a>	Wing Photo Page I . . . . . 5
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Public Info Officer	Pat Brown	(805) 479-2221	(no e-mail)	Wing Photo Page III . . . . . 11
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## Cadet Training Program

by Joe Peppito

We have had an active Cadet Training Program for over a year. Many of these Cadets have gone on to higher education in high schools and colleges. One of our star Cadets, a young lady named Jennifer Bauman, will be entering Cal State San Luis Obispo in the fall to study aeronautical engineering.

Our present core group of Cadets numbers seven – with several more who participate on a part-time basis. We look to improve our recruiting of Cadets by making our Cadet Training Program more active, informative and appealing. We also plan to provide a wider range of military aviation history as part of our curriculum focusing on aviation airframes and engine technology.

If our Cadets are to further their education in aviation-related fields – be it design and development, engineering, maintenance, or piloting – we need to better organize and present our basic aviation curriculum so that it will inspire our Cadets to further their participation in the field of aviation.

Our Cadet Training Program includes the following subjects:

- (1) Aircraft and engine tools, both common & special; and their proper use and application;
- (2) Aircraft systems – their arrangement, operation, maintenance and repair;
- (3) Engine types – their component parts, function, operation, trouble-shooting, maintenance & repair;
- (4) Aircraft and engine ground handling, preflight inspection and post-flight handling.

In addition to the above, one of the most important subjects we will concentrate on is Aviation History. This will include the development of the airplane and its equipment from the first flight of the Wright brothers up to and including the modern jet airliners and military warplanes.

We look forward to having all of our Wing members participate in some way in our Cadet Training Program. As the old saying goes, "It takes a village to rear a child," so it will take the expertise and participation of all of us to help in the education of our Cadets.

We look forward to your help in our endeavors. Thanks for your continued support for this very worthwhile project.

Please contact Joe Peppito or Jim Stirone to lend your expertise to our Cadet Training Program.

**Editor's Note:** The Cadet Training Program is scheduled to receive a new "home" soon. A trailer has been ordered to be situated for the program east of the museum hangar.

## CAF-SoCAWing Gathering

by Sheryl O'Neil

### Come Celebrate Armed Forces Day Honoring Our WWI Airmen

May 18, 2013 / 4:30-9:00 p.m.

#### Food & Drink:

**Provided: BBQ Pork Sandwiches**  
**Please bring a side dish or dessert to share.**  
**Donations to offset cost of food & drink will be appreciated.**

#### Activities:

**State of the Wing Report**  
**So/Cal Radio-Controlled Flyers**

#### "O-Club" Theater

**"Darling Lili" – July Andrews, Rock Hudson  
or (your choice)**

**"The Blue Max" – Ursula Andress, James  
Mason, George Peppard**

\*\*\*\*\*

## Wing Air Show Schedule: 2013



© Photo by Eric Van Gilder

May 4, 5	Chino Planes of Fame	F6F, F8F, Zero
May 10-12	Shafter, CA Air Show Rides: P-51, SNJ-5, PT-19	F8F, Zero
June 1	Gillespie Field, CA	F6F, F8F, Zero

*If you plan on attending any of these air shows, please call us at (805) 482-0064 for updated information, as sometimes schedules change.*

## Hollywood To The Rescue by Jim Hinkelman

In order to sequester an historic WWI stealth fighter model from prying eyes, our own Hollywood veteran **Jim Hinkelman** and James Bond stunt-double **Jake Lombard** recently teamed up to “fly” our Fokker DR.1 triplane from the rafters in the Aviation Museum Hangar – just above our Gift Shop (PX).

Jim related how he and Jake talked six years ago, when Jake mentioned he was looking across a cargo ramp at our C-46 Commando “China Doll” from a net flopping behind a C-123 being used for the James Bond movie “The Living Daylights,” in which Jake doubled for Timothy Dalton.

Jake also did the water-ski scene behind the Cessna float plane and the boarding while Corky Fornof flew the aircraft. Jake has jumped about a thousand times from aircraft for parachute stunts, and about the same number in skydiving competitions.

Jake had stopped at Jim Hinkelman’s place on a Saturday and volunteered when Jim mentioned suspending the Red Baron’s plane, the Fokker Dr.1.

So...the next Monday morning – Col. Hinkelman, CMDR. Bond (Jake), and a volunteer crew from the PBJ Restoration Team, led by Dan Newcomb, Marc Russell, and Mike Hohls were on the quarterdeck at 0930 for the work detail.

Using our scissor-lift, Jim and Jake set the hanging spansets and pulley, and then Jake drove his work van into the Aviation Museum Hangar and attached an electric winch with a hoisting capstan and lifted the “bird” from its wooden perch on the hangar floor – while the PBJ guys tagged it to keep it from damaging any Gift Shop equipment.

Jim did the changeover from lifting to a hanging bridle, while Jake supplied a dead-hang cable of 5/16<sup>th</sup>’s steel wire rope rated at over 3,500 lbs. capacity.

Jim said, “It was like Jake and I had worked together on stage because we knew the procedure, had the right equipment (thanks to Jake), spoke the same language – like when Jake ‘used a bowline on a bight to bridle the lifting flanges,’ I understood clearly.”

Jake no longer does stunt/double work, but has his own stunt-rigging business and does consultation for second-unit work. He now lives in Ventura.

Two days after the hanging of the Fokker Triplane, Jake was on a film location in British Columbia.

Editor’s Note: Many thanks to Jim and Jake & the PBJ Restoration Team for a job well done. The “Red Baron,” in his Fokker DR.1 now “flies” again above the Aviation Museum Gift Shop for all to see.



© Photo by Ron Fleishman  
**Jim Hinkelman (left) and the PBJ Restoration Team easing the Fokker DR.1 above the Gift Shop.**



© Photo by Ron Fleishman  
**Jim Hinkelman and Jake Lombard up on the scissor-lift attaching the hanging bridle to a steel wire rope.**



© Photo by Ron Fleishman  
**The “Red Baron” flies again in his Fokker DR.1 over the Aviation Museum’s Gift Shop. Come on in and see if you can shoot him down (for the second time).**

**Wing Photo Page I: Reprise..."FIFI"**



© Photo by John Cutright  
**Ben Kuroki (2<sup>nd</sup> from left) , famed B-29 gunner of WWII. with Lloyd McAfee, Dave Flood and Russ Drosendahl during "FIFI's" visit in March.**



© Photos by John Cutright  
**Everybody sought a vantage point, and all eyes were on "FIFI as she pulled onto our ramp.**



© Photo by Ron Fleishman  
**Remembering Cliff Brown...here sitting quietly, observing all the proceeding during "FIFI's" visit.**



**"FIFI" taxiing up behind B-25 Mitchell "Executive Sweet" – almost at her destination on our ramp.**



© Photo by John Cutright  
**CAF's B-29 SuperFortress "FIFI" doing her introductory pass over CMA on March 18.**



**And here she is...framed by the wing of the fighter plane that once had been her adversary.**

## Fred Weick and the Ercoupe

Excerpted from: "The Ercoupe" by Stanley G. Thomas  
Foreword by Fred Weick, Aero-TAB Books, division of  
McGraw-Hill, New York, 1991



**Fred Weick**

In 1929 Fred Weick started "dreaming of private airplanes that were easy to learn to fly safely and could be flown away from one small spot of ground to another a few hundred miles away with reasonable speed, comfort and cost."

Fred talked with Charles Lindbergh about his dream during a couple of lunches in 1930.

Weick accepted a position with Langley Lab of the National Advisory Committee for Aeronautics (NACA) – to do research and testing on flying and handling characteristics, stability and control of aircraft – particularly near the stall occasion. At that time, the spins resulting after stalls were the cause of most fatal airplane accidents. George Lewis of NACA, who had been a judge for the Guggenheim Fund Aeronautic Safety Competition, won in 1929 by the Curtiss "Tanager," hired Weick to develop better safety features in airplanes.

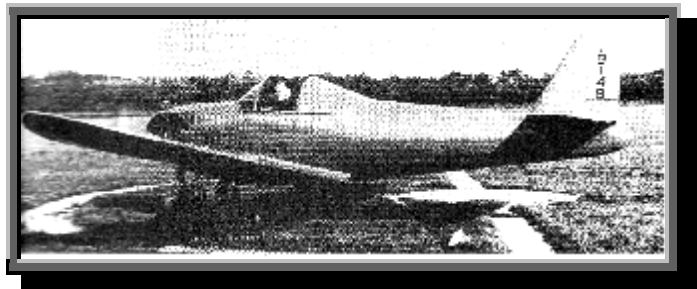
With a group of fellow workers, Weick started designing and building an experimental airplane in his garage – as part of a private hobby venture. It was to be a STOL aircraft, with a pusher engine, and exceptional field of view for the pilot, a configuration that would be "spin-proof" – both with power "off," and "full on." It would have a tricycle landing gear, and control simplification that would make it possible to eliminate rudder pedals, if desired.

In 1936, Fred's friend Henry Berliner, head of the Engineering and Research Corporation (ERCO), hired Weick to design a plane, incorporating such features as Weick had in his home-built aircraft – aiming at the commercial market. The new design became a "tractor" type aircraft – with a "puller" engine rather than a "pusher." It would have tempered STOL features to fit more closely to current airfields where pilots could get service and fuel. The cruising speed would also be increased.



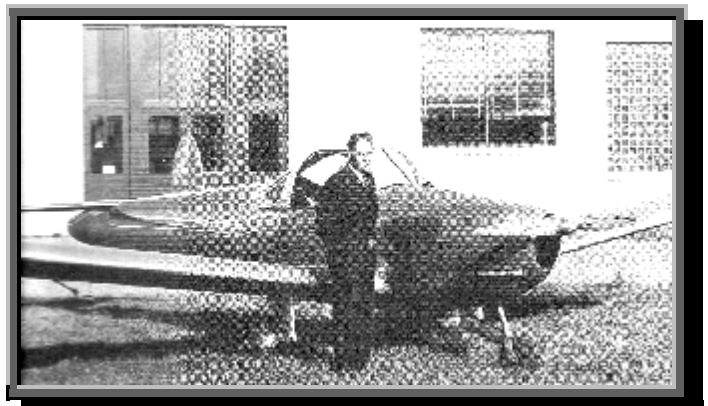
**The Fred Weick-designed W-1. Note tricycle landing gear; twin rudders and pusher prop.**

With the help of project engineer Frank B. Lane, Weick began production of Erco Model 310 in the spring of 1937. The experimental Model 310 was completed in September, 1937, and, on October 1 Robert Sanders flew it on its maiden flight.



**Bob Sanders piloting early version of Model 310, with the single tail.**

The original version of the Model 310 had a single vertical tail – but this was changed to a twin-rudder configuration – which corrected a problem of a twisting slip stream from the propeller engaging the single vertical tail, causing the plane to turn to the left, particularly in a low-speed climb with full power. Another correction to help solve the same problem was to cant the engine three degrees to the right.



**Here's Bob Sanders next to the prototype Model 415-C**

## Fred Weick and the Ercoupe, continued...

In the fall of 1938, ERCO moved to a new plant in Riverdale, MD, just south of the College Park Airport. After a short-lived attempt to produce its own engine to power the Model 310, the prototype Model 415-C was outfitted with a Continental 65 hp engine. Model 415-C was completed in late 1939, and the Civil Aeronautics Authority (CAA) certified the plane in January, 1940.



**Bob Sanders flies Ercoupe S/N 1 (NC15692) over the Mall, Washington, D.C.**

Upon receipt of the Approved Type Certificate (ATC), ERCO produced ten airplanes. An employee in the sales department suggested adding "upe" to "Erco," and the name "Ercoupe" was created.

The Ercoupe was the first commercial plane to use tricycle landing gear. It went into production in 1940 – either with rudder pedals or with the control that excluded rudder pedals. The first four Ercoupes were purchased by the CAA, which conducted tests, using Ercoupes and Piper Cubs to see if the time to get a private pilot's license could be reduced. After the trials, the CAA cut the time to solo in Ercoupes from eight to five hours, and the time to procure a pilot's license in an Ercoupe from thirty-five hours to twenty-five hours.



**The Ercoupe Factory**

The second production run of Ercoupes was 100 planes – but then production was halted due to the fact that all aluminum alloys were going to military purposes, in anticipation of a possible war (which came in December, 1941).

The Ercoupe, the little plane that did not stall or spin, and that was easy to learn to fly – became a legend with its owners over the years. In 1991 there were a couple of thousand Ercoupes still flying – forty plus years after manufacture – generally being well-cared-for and operated by pilots using good judgment. They are a tribute to Fred Weick, the designer with a dream – come true.

Seven versions of the "Coupe" were built – by six different manufacturers in five different locations in the United States. The last one was built in 1970.

ERCO - 1940 to 1952

Vest Aircraft - 1954

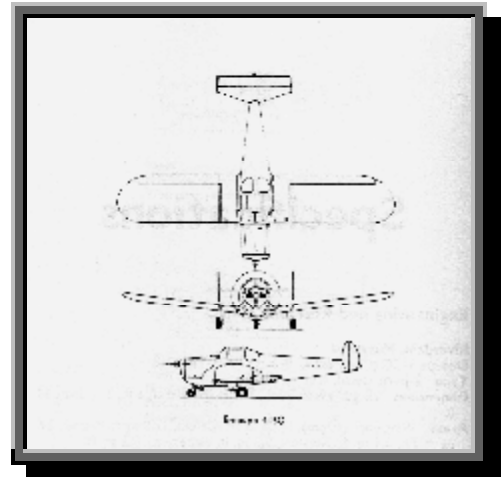
Forney Industries - 1955 to 1960 ("Aircoupe")

Air Products Co. - 1960 to 1962 ( " ")

ALON, Inc. - 1964 to 1967 ( " ")\*

- Modifications: (1) Continental C-90F engine;
- (2) Sliding bubble canopy.

Mooney Aircraft Co. - 1967 to 1970.



**Ercoupe Model 415-C**

### Specifications

**Ercoupe 415-C (Continental, 75 h.p.) A.T.C. 718**

**Type:** 2-place, closed, land, monoplane.

**Dimensions:** Length: 20 ft., 2 in.; Height: 6 ft., 3 in.;  
Wing span: 30 ft.

**Weights:** Empty: 802 lbs.; Useful load: 428 lbs.;  
Payload: 170 lbs.

**Power:** Continental C-75-12. Engine limits: 75 h.p. at sea level, 2275 r.p.m. Fuel capacity: 24 gals. Oil capacity: 1 gal. Fuel consumption: 5 gals. per hour. Oil consumption: .25 pts. per hour.

**Performance:** High speed, level flight: 127 m.p.h.;  
cruising speed: 110 m.p.h.; stalling speed (landing), without flaps: 48 m.p.h.; climb at sea level: 750 ft. first minute. Ceiling: 14,000 ft.; range with max. gas: 500 miles.

## Antoine de Saint-Exupery and... “The Little Prince”

Note: When our new Aircoupe arrived at CAF-SoCAWing with nose art depicting “The Little Prince” of literary fame, we did some research and came up with this story.

The novella “The Little Prince” is both the most read and most translated book in the French language, with sales of over 140,000,000 worldwide – in 250 languages and dialects (including Braille). It was written in the United States, and is based upon the author’s experiences while flying mail service in the Sahara Desert. Mystical and enchanting, this small book is about a pilot stranded in the middle of the Sahara, where he meets a tiny prince from another world traveling the universe in search of the meaning of life.

Antoine de Saint-Exupery, a laureate of several of France’s highest literary awards and a reserve military pilot at the start of WWII, wrote and illustrated “The Little Prince” while he was exiled in the U.S. after the fall of France to the Nazis. He had traveled here on a personal mission to persuade our government to quickly enter the war against Nazi Germany.

Born in 1900 in Lyon, France, Saint-Exupery as a young child was interested in aviation. He joined the French Army Air Force in 1921. Five years later, he left the military to fly air mail routes in Africa’s Sahara Desert. He thrilled in the dangers of weather and unfriendly tribesmen as he flew his open-cockpit biplane. His adventures inspired him to write of his love affair with flying.

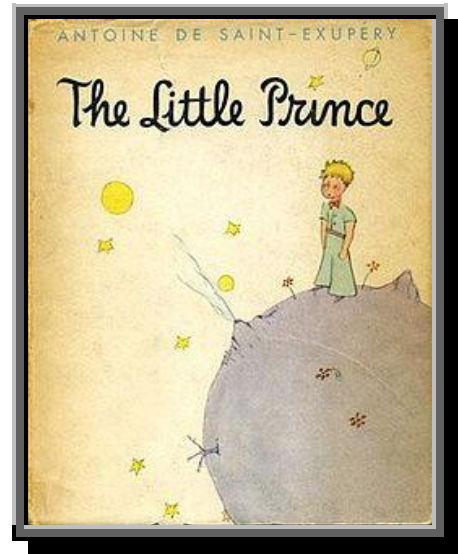
In April, 1943, Saint-Exupery, at the age of 43, went to Algiers to fly Lockheed F-5 Lightnings in the Free French Air Force. He soon was promoted to the rank of commandant (major). He flew many reconnaissance missions. His last assignment, on July 31, 1944, was to collect intelligence on German troop movements in and around the Rhone River Valley prior to the Allied invasion of southern France (“Operation Dragoon”).

Saint-Exupery never returned from that mission. Word of his disappearance shocked the literary world. An unidentifiable body wearing French colors was found south of Marseille and was buried in Carqueiranne in September.

In 1998 a bracelet was found bearing Saint-Exupery’s name, and in May, 2000 a diver found remains of a P-38 off the coast of Marseille, about 80 km from where the body had been found.

Fragments from the P-38 were given to the Air and Space Museum in Bourget, France, where Saint-Exupery’s life is commemorated in a special exhibit.

He won many literary awards for his writings, which included “Wings of Courage” and “The Little Prince.”



“The Little Prince,” by Antoine de Saint-Exupery  
A small book that has sold 140 million copies.



© Photo by Dave Flood

Nose art on our newest addition to our CAF-  
SoCAWing – on the Aircoupe donated to us by David  
Price and The Museum of Flying.



Antoine de Saint-Exupery – with his P-38 Lightning.  
He has been MIA since July 31, 1944.



## Wing Photo Page II: Reprise... "FIFI"

All photos by John Cutright



An ingenious photographer catches the "FIFI" formation arriving over Camarillo Airport.



Col Steve McCartney piloting our Mitsubishi A6M3 Zero after shepherding "FIFI" to Camarillo.



Our Supermarine Spitfire Mk XIV (forefront) and Grumman F6F-5 Hellcat after being chocked on our ramp after the formation flight from Palm Springs.



This photo sums up CAF's goals – to display and fly WWII aircraft so that young people will remember and appreciate what they and the people who flew and maintained them sacrificed for our freedoms. Here's Col. Chris Rushing showing a boy around our Hellcat.



Here's the CAF's B-29 "FIFI" on final approach to CMA On March 18. The "FIFI" crew told our people that their reception at Camarillo was the best that they had ever received.



Col. John Cutright, our newest "In-House" photographer, has provided us with some great shots –like this one of "FIFI" taking off – framed by our neighboring C-47 Dakota.

## “Thank You” For Mustang Ride

Editor’s Note: the following letter was received by Jason Somes, one of our P-51 Mustang pilots, from a gentleman who took one of our Vintage Aircraft Rides in our P-51 at Burbank Airport in conjunction with the B-29 “FIFI” Tour. Philip Viener (“Vyner”) had received the ride as a result of a gift from his girl friend. He shows his great appreciation for the gift and for the ride in the following letter:

“March 25, 2013

Colonel Jason Somes  
Operations Officer  
Commemorative Air Force  
Southern California Wing  
455 Aviation Drive  
Camarillo, CA 93010

Dear Jason:

A whole bunch of years ago, I went to an event called “Gathering of the Warbirds” at Fresno Chandler Airport. It was my first chance to see and hear the P-51 (there must have been ten, including the P-51H), and, as you know so well, the sound of the Merlin-engined Mustang is unmistakable. And indescribable, because I’ve tried very hard to explain that mechanical symphony to people, and received a lot of blank smiles in return.

Be that as it may, it’s the noise that sticks with you, and whenever I dreamed about flying in a P-51 Mustang, as I have many times in the years since that air show, there was always a correct sound track. And last Saturday, at Bob Hope Airport, every time you took off, and every time you made a low pass, whoever happened to be standing next to me would say something like, “Best sound ever.” And I’d agree. I’d also have to keep myself from bragging about the fact that I was going to finally realize all those dreams and get to fly in *Man O’ War’s* back seat.

I’d always wondered what the Mustang sounded like from inside the cockpit, and I want to thank you and the CAF ground crew at Burbank for answering that question, and the many others I had about the P-51. Now I know it’s loud and it’s visceral, and flying in it might even be addictive. Taking that ride with you on Saturday afternoon was not only an incredible amount of fun, but even more memorable than I’d ever imagined. While the aircraft is extraordinary in every way, the experience was made even better by the relaxed, yet careful and professional, approach your group takes. I was most appreciative of the tone of your crew chief’s safety briefing, and the intelligent way he familiarized me with what I’d need to know, as well as how patient you all were.

It might have been the last flight of the day, but I never got the sense that anyone was in a hurry to have it done and over. You all do this all the time, and anything repetitive can become old hat, but it meant a great deal to me that you and your team were as enthusiastic about taking me

for the best airplane ride I’ve ever had as I was about getting into that back seat.

Jason, your skill and easy competence are obvious, and from feeling the tail come up on the takeoff roll through that smooth crosswind touchdown, I knew I was in good hands. The flight itself was so far beyond spectacular that I don’t think they’ve invented an adjective for it. I wasn’t ready for how perfect the airplane feels – even sitting in the back, you understand how brilliant and completely balanced is the Mustang’s combination of engine, airframe and sheet metal.

One last thing – feeling Gs again was a great thrill, and make no mistake, it felt very good. I wouldn’t have minded staying up longer, but the pull-up from the low pass at the end of the flight was the best possible way to come back to earth.

Thanks again to you and the CAF folks for an unforgettable experience.

Sincerely,

(Signed): Philip S. Viener

Studio City, California”

Post-note: On the copy of this letter sent to Col. Steve Barber, Sr., Mr. Viener wrote : “Col. Barber, I had the very great pleasure of flying with Jason Somes last weekend, and wanted you to know how impressed I was with the CAF people I met. (Signed): Philip Viener”.

The CAF-SoCAWing members who assisted Jason in getting the Mustang riders set and comfortable in the rear seat were Shari Heitkotter and David Petrovich. Thanks to them, and to Jason, for representing our Wing so well. They are excellent ambassadors for all of us!



**Our North American P-51 Mustang “Man O’ War” with a happy rider in the back seat. Call 805-482-0064 to schedule an unforgettable ride in our Mustang.**

## Wing Photo Page III



© Photo by Frank Mormillo

**Our Grumman F8F-2 Bearcat, followed by the CAF's FM2 Wildcat – performing at the Riverside Air Show.**



© Photo by Ron Fleishman

**Four of our WWII fighters doing a commemorative fly-by during a memorial service in our Aviation Museum Hangar for a veteran of WWII.**



© Photo by Dave Flood

**Jennifer Bauman, a CAF Cadet, who has received acceptance to the Aeronautical Engineering Program at Cal State San Luis Obispo. Congrats, Jennifer!**



© Photo by Dave Flood

**Cols. George Sands (right) and Barry Roberts working on finishing the "skin" of our Fairchild F-24 Argus. Meticulous work goes into the finishing of the fabric.**



© Photo by John Cutright

**Looking inside the F-24's fuselage. Note the taping on the outside of the horizontal stringers to help hold the fabric tight to the frame.**



© Photo by John Cutright

**Mike Hohls, one of our premier fabric men, smoothing out the kinks in the F-24's skin.**

## Safety Seminar

Test & photos by Dave Flood

**Col. Alan Gaynor**, our Wing Safety Officer, organized a timely Safety Seminar – which was held on Saturday, April 27, 2013 in the “O Club” of our Aviation Museum.

Approximately 30 members attended, and were richly rewarded with a superb presentation by two very capable veterans of the marshaling community, CAF’s own **Brian Low and Andy Conley**, both of the Inland Empire Wing, Riverside, CA.



**A very attentive group of thirty plus members crowded into the “O Club” for the Safety Seminar.**

Having given marshaling seminars throughout California and beyond for many years, they concentrated on several key points for the attendees:

- (1) Keep your “**Hold Harmless**” form up-to-date;
- (2) Be sure to **dress comfortably**, preferably with a long-sleeve shirt, comfortable shoes, and some sun screen (a cap or visored hat helps, too); Brian wore his bright orange shirt and cap to illustrate how a marshal should dress – he actually wears a bright orange coverall when actually marshaling. **The pilot has got to see you – and the bright color helps.**
- (2) Two marshals are optimal (if possible) – with the designated marshal at a **45-degree angle** from the pilots view, and the other at the opposite wingtip.  
It’s a good idea to have a **Designated Marshal** at air shows and on days when the ramp is busy.
- (3) **Training of Marshals:**  
Trainees might wear orange vests.  
There should always be a mentor for one or more trainees.  
It’s a good idea to put a marshal trainee in the back of an SNJ and taxi up to a ramp so that the trainee can see why marshaling is so important.  
Trainees should know how to buckle someone in the back seat of an SNJ, PT-19 or P-51 – the correct way.

A **Marshalling Patch** is usually given to a trainee who has successfully passed a marshaling course.



**Brian Low demonstrating a move by a marshal in guiding his plane to a designated spot on the ramp.**

- (4) Marshals should always get the pilot’s attention and have confidence in what he is directing the pilot to do. He should **exaggerate** his directing motions so that there is no question about what he wants the pilot to do.
- (5) The marshal should back up a pilot’s “walk around” with one of his own, making sure everything on the **Checklist** is done correctly.  
**Safety** is our main goal, and proper marshaling always results in better ramp safety.
- (6) Marshals (and all personnel) should always **walk outside the arc of a propeller. Never run. Never back up.**
- (7) Before giving the pilot the signal to go, the Marshal must check 360 degrees to make sure chocks, fire bottles, people are in safe places for the pilot to continue.



**Andy Conley (left) and Alan Gaynor making a point.**

## Wing Photo Page IV: PBJ "Semper Fi"



© Photo by Ron Fleishman

Verne Horton, the only surviving member of the USMC VMB-611, making his second visit to our PBJ Restoration Team. Here he is (left) with his wife Marlyn. Col. John Syrdahl is showing his plaque of names of the crew of MB11 – which will be placed on the inside of one of the bomb-bay doors.



© Photo by Dave Flood

Charley Carr & Company have created this beautiful display in our Aviation Museum in honor of Verne.



© Photo by John Cutright

The PBJ Restoration Crew in front of their pride and joy.



© Photo by Dan Newcomb

Thomas Van Stein putting finishing touches to the nose art "Semper Fi," and Mike Hohls completing the painting of the left nacelle. The PBJ-1J is going to be a showcase warbird. Note the bomb-bay doors in foreground.



© Photo by John Cutright

Russ Babbitt, Randy Manes, and Paul Brown administering TLC to one of the bomb-bay doors, both of which are being completely redone.



© Photo by Dan Newcomb

John Cutright and Paul Brown doing some precision riveting on one of the PBJ's bomb-bay doors. The PBJ Restoration Team is rebuilding their bird to be as good as any PBJ/B-25 coming off the assembly line.

## Carter Teeters: CAF Pilot



**Carter Teeters**

Carter is a first year member of the U.S. Navy Tailhook Legacy Flight Demonstration Team. He holds an ATP with type ratings in DC9, CE500, F4F, F6F, and A6M.

Carter has over 2000 hours in many WWII aircraft, both friend and foe, including the Navy training aircraft N2S "Kaydet", N3N "Yellow Peril", and SNJ "Texan". Additional WWII aircraft include the Polikarpov Po-2 and I-16, Fieseler "Storch", Mitsubishi A6M "Zero", F6F "Hellcat", and FM2/F4F "Wildcat".

In addition to sponsoring and flying several CAF (Commemorative Air Force) aircraft, Carter is a demonstration pilot for Paul Allen's Flying Heritage Collection in Arlington, Washington. He is a formation check pilot for the JLFC (Joint Liaison Formation Committee) and the CAF's TRARON.

Carter presently lives in the Seattle, Washington area, with his wife Beverly, where he works as a Pilot Instructor for Alaska Airlines. He is a Vietnam veteran serving with the U.S. Army during 1967-71. He is a member of our Wing.



© Photo by Frank Mormillo

**Carter flying the fabled FM2 Wildcat with our F8F-2 Bearcat at the Riverside Air Show.**

## Meet Paul "Scott" Slocum

A frustrated artist, photography turned into the outlet he was searching for since taking all of those art classes, drawing airplanes as a kid.

His love of aviation and warbirds goes back to attending CAF air shows when young watching B-17's and Mustangs in the skies of Harlingen Texas.

After 22 years in the graphics business, starting out as a camera technician in 1982 and finally to COO of a full digital production house, he retired in 2004 and purchased a small aviation magazine franchise. He started shooting for the magazine and developed a knack and love for Air-to-Air photography that he continues today, shooting and writing for many different magazines and clients with over 50 covers to date.



Scott started flying when he was 19 and has about 2,500 hours. He owns a Beech A-36 Bonanza.

A native Texan, "Scott" lives in Dallas with wife Katherine and daughter Taylor.



**Editor's Note: We thank Scott for our May cover photo, taken of four of our fighters on the way from Palm Springs to Camarillo with B-29 "FIFI."**

## Wing Photo Page V



© Photo by Dave Flood

**Casey de Bree in front seat and Randy Sherman driving Randy's Boeing PT-17 (A75N1) open-cockpit trainer N555BF - built in 1941. Looks like a fun ride!**



© Photo by John Cutright

**Marc Russell doing double-duty during the "FIFI" visit. All the guys working the ramp did a fantastic job!**



© Photo by John Cutright

**Roland Fogel working on the P-51 engine. The Mustang has done yeoman duty giving public rides.**



© Photo by Ron Fleishman

**Steve Barber, Jr. and his family enjoying the activities during "FIFI's" visit.**



© Photo by Dave Flood

**Steve McCartney in the P-51's cockpit just before his first solo in the Mustang. Congratulations, Steve!**



© Photo by Dave Flood

**The Morane-Saulnier M.S. 760A "Paris" jet trainer N760X that has been donated to our Wing and is now on display in our Aviation Museum.**

## John Deakin Flies the CAF's B-29 "FIFI"

by John Deakin



John flying in "FIFI" over Puget Sound with Merrill Wien

I was recently invited to join that small group of pilots in the Commemorative Air Force (CAF) who regularly fly the world's only remaining flyable B-29. Ground school took place in Midland, Texas, ...and several training rides and one check ride later, I was given the rare "Letter of Authority" giving me PIC privileges in the B-29.

The word "awesome" is badly overused, but I cannot help but use it to describe the airplane, and the experience of flying it. It is not that it is such a good airplane (it's not), or that it flies well (it doesn't), but the history! This is the WWII "Very Heavy Bomber," the largest airplane used in WWII, and the one that did such yeoman service in the Pacific. Doolittle and his B-25s brought the war to the mainland of Japan first, but it was the B-29 that did so in a big way, first from China, then from Saipan, Tinian, and Guam. It is also the model that in the end dropped the two atomic bombs on Hiroshima and Nagasaki, bringing the war to an abrupt end, saving millions of lives, both American and Japanese.

Of about 4,000 made, a few rest quietly in museums, never to fly again; one is under restoration (possibly to flying status) by Boeing volunteers in Wichita; while only "FIFI" labors on, touring the USA, and celebrating the men and women who contributed to the Allied victory in so many ways. It is a very real history lesson just to see her, to touch her, and to tour the cockpit, as thousands do every year. To fly her gives me goosebumps!

### You Always Remember Your First Time....

I remember the first time so well. It was July 28, 1997, and I was attending Oshkosh. ...Randy Sohn had been the "Daddy Pilot" of the airplane since the beginning, for he was the one who ferried it out of dead storage in China Lake in 1971. Randy asked, "You wanna take the left seat?" Hoo, boy, who do I have to kill?



Here's John – in the left seat of the CAF's "FIFI"

The flight was a blast. I'd had NO exposure to the airplane at all - the ride to Dubuque was the first time I'd been near it. Randy was talking me through, apologizing for sounding like a firehose, but actually, his comments were well-timed and appropriate. Very quickly, he started talking less and less, and I began enjoying it more and more (there's a connection there, somewhere). The local TV station had a crew on board, and one big camera was set up in the bombardier's compartment, looking back at me. Look, Ma, I'm a TV star!



### Full forward view – looking past the pilots' seats

I can remember at first being a bit too busy with the new airplane for the significance of the flight to sink in. However, as things settled down, and we began beating up the city at 1,000 ' agl, I rolled into a left turn, looked all around from that huge greenhouse and every hair on my arms stood straight up. I got all choked up as I thought, "My God, Mrs. Deakin's little boy Johnny is flying a B-29, and this is no dream!" Thanks, Randy, for a golden memory I'll take to my grave.

I don't really get emotional over airplanes, but that flight was extraordinary.

*Note: Thanks to John and Avweb for these excerpts.*

[www.avweb.com/news/columns/182150-1.html](http://www.avweb.com/news/columns/182150-1.html)

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