

Flight Line

The Official Publication of the CAF

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

Vol. XXVII No. 11

November 2007

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



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Charles Miller

July 4, 1932 - October 10, 2007

Here's Charles (on left) doing what he liked best to do – showing visitors around our WWII Aviation Museum, and sharing his vast knowledge of the artifacts in our Museum with those welcome visitors. See our memorial to Charles on Pages 4 and 5.

**Wing Staff Meeting, Saturday, November 10, 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

November 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 Work Day	2	3 Work Day
4 Daylight Savings Time Ends	5 Museum Closed	6 Work Day	7 Museum Closed	8 Work Day	9	10 Work Day Staff Meeting 9:30 AM A/S Nellis AFB
11 Veterans Day Air Show Nellis AFB	12 Museum Closed	13 Work Day	14 Museum Closed	15 Work Day	16	17 Work Day
18	19 Museum Closed	20 Work Day	21 Museum Closed	22 Thanksgiving Museum Closed	23	24 Work Day
25	26 Museum Closed	27 Work Day	28 Museum Closed	29 Work Day	30	

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HANGAR PHONE (805) 482-0064 HANGAR FAX (805) 482-0348 WEBSITE www.orgsites.com/ca/caf-socal				Submittal Deadline - 15th of the month Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501
* Denotes Staff Position				

WING LEADER'S REPORT by Steve Barber

It's been some time since I've written a line about our Wing. So many things are happening, many wonderful, and some not so wonderful. Since my last communication, we have lost some good friends, had a miracle occur and faced other challenges that without the support of our Wing members working and believing in our future, I'm sure a lesser organization would have dried up and evaporated.

We lost Jerri Fleishman after a long struggle with illness. I could write volumes on this fine lady, but I'll just share a few of my memories. You could always count on Jerri for good counsel. She would always look you in the eye and tell you the truth as she saw it. I benefited many times over the years from taking her advice. In some cases, after the fact of my goofs, but always the outcome was improved by her advice. She always had a smile on her face, and warmth in her heart. Regardless of how ill she was, she never complained. She, along with Pat Brown and Georgia Thompson, could be found at Airsho, handing out water, box lunches and advice. Always with a smile on her face, she would talk to you, encourage you and do whatever it was that was needed. If you made an ass of yourself, she would let you know in no uncertain terms. She will be a tough act to follow. God's speed to you Jerri, and may you always have a tailwind.

Charles Miller was another member who will be greatly missed. Of all of our members, Charles was a walking history book of knowledge about WWII. When he took tours around the museum, he held their attention for as long as he wanted. Crowds of children would settle down and listen to his stories as he passed along the information that is very important to our purpose of being. He taught the docents what they needed to know and ran the tours with great success. Charles, I hope you have a wonderful museum where you are that needs your skills and insight. You will not be forgotten here.

Jason Somes was involved in a mid-air while racing formula ones at Reno. By the grace of God, and his piloting skill, he lived to fly another day. His injuries were not life threatening, and, in fact, some say he is better looking now after the plastic surgeon repaired his face. Now I am not in that group, as I could not convince the surgeon to do his entire face. The doctor told me that there were not enough hours in his schedule to do what I asked of him. Well, I'm just happy to have Jason with us and as his mother told me at the hospital, "when I walked into the room, and saw his leg shaking under the covers, I knew he was OK!" Thank God he is, and now back to work!

As you know, we have had some issues with our museum. I'd like to take the time to let you know that your staff and others are working hard to resolve these issues. We are taking steps to correct some wiring problems, build out the lunch room/serving area and build out our Crew Chief's work area. In addition, we are going full steam ahead to

add onto our existing facilities and build a new museum. This new building will be dedicated to not only exhibiting our artifacts to the public but provide us more room in the existing hangar for aircraft displays. Once completed, we will have a venue open for more rental options for parties, commercial displays and trade shows. With your support, both financially and physically, we will end up with your facility being something you will be very proud to be associated with. This will be your finest hour of support and dedication to our proud heritage and our job of educating the public, especially the young, about the role of combat aircraft in the fight for freedom. Ask yourself what you can do to help with the project, whether it is donations of money (always needed), building supplies donated or deeply discounted labor, as in "free." All offers will be greatly appreciated. As soon as we have an artist's rendering of the new structure, we will publish it in the "Flight Line."

NEWS!! Your Wing's Spitfire and Zero are now debt free! Let me give you a little refresher course on this exciting news. When we purchased these two magnificent aircraft from David Price, your Wing was blessed with a highly discounted purchase price - through the generosity of Col. Price. As for HQ, they said if we sold the "old Zero" we could use the funds to pay for the "new Zero." We did just that, however the price we got for the old, was short by \$115,000 for the new. HQ saddled us with the balance. As for the Spitfire, HQ paid some of the price and once again left us to pay the balance, which amounted to over \$185,000. Shortly after the sale, the engine failed on the Spitfire and we have proceeded to do a ground-up restoration. which has taken a great deal of funds as we progressed with the job.

At the Las Vegas General Staff meeting this spring, your Wing was given the ultimatum to pay off the Spitfire by September 30th 2007 or HQ would put the a/c up for reassignment. However, if we paid off the Spitfire debt by this date, they (HQ) would forgive the debt on the Zero. Yours truly was scrambling to come up with the funds. As time was drawing close, I received a phone call from Reg Urschler, sponsor and pilot of "Gunfighter" who asked me what we owed on the Spit? I answered that it was \$145,000. He said he would donate \$120,000 if we could come up with the balance! I was so excited I wanted to kiss him, however I knew he didn't want that reaction, so I picked up the phone and called David Price. He had offered to possibly help pay the balance on the engine overhaul as it progressed (\$41,000) and I explained where we were on the debt. Namely, if he would consent to forgive the balance owed him of \$25,000 after Reg's donation and any accrued interest, we would not only be debt free on the Spitfire, but would also be debt free on the Zero. He thought for a minute, then said, "I'll do it!!!!" God bless David Price and Reg Urschler! Where do we get such men? I'll tell you, the good Lord put them on this earth to share their knowledge, compassion, and devotion to our country and our history. Gentlemen, on behalf of your CAF and the So Ca Wing, thank you from the bottom of our hearts!

Memories of Charles Evans Miller

Charles Evans Miller died October 10, 2007, at his home in Camarillo after a 1½ year battle with cancer.

Charles was born July 4, 1932 in Nebraska City, Neb., and came to Los Angeles County with his parents as a teenager. After graduating from the University of California at Los Angeles in 1954, he served two years in the Army, stationed in Germany. Charles then worked for 39 years for the State of California Employment Development Department, the last 17 years in Sacramento.

While in Sacramento, Charles served as a docent for the California State Railroad Museum, and as a brakeman and conductor for the associated Sacramento Southern Excursion Railroad. After he retired to Camarillo in 1997, he became chief docent for the Southern California Wing of the Commemorative Air Force. Although he did not fly CAF aircraft as pilot in command, he had a private license.

Charles is survived by his wife of nearly 48 years, Rose Marie; sons, Roger (wife Elise), Gary; and daughter, Charlene.

A Funeral Mass was celebrated for Charles at 11:00 a.m. on Wednesday, October 17, 2007 at Padre Serra Church in Camarillo, with 20 of our members in attendance.

Note: you may wish to send your condolences to Rose Marie and her family by signing the guest book at:

www.legacy.com/venturacountystar/GB/GuestbookView.aspx?PersonId=96222164

Charlie loved to talk about aviation history and was very knowledgable about many aspects of World War II, including very small details. He especially liked to talk to the groups of kids that visited the Museum. He knew exactly what they would be interested in and gave them tidbits of information that really caught their attention. I greatly admired his enthusiasm and knowledge and his eagerness to share it.

Ceci Stratford

As Museum Director for four years, I spent, on average, 15 hours a week at the museum, so I worked with our Chief Docent, Charles Miller, often. He loved working at the museum, and the pride and enthusiasm he showed for his job was obvious to those of us who got to work with him. We didn't always see eye-to-eye on the operational aspects at the museum, but Charles was always fair, and willing to work with me. We shared the desire to tell the WWII story so people would learn and understand why it was important for America to be involved in it.

Charles wasn't an outwardly emotive person most of the time, unless you happen to catch him on one of "his" topics, or at just the right moment. Then his normally reserved demeanor would give way to engaging conversation or giddy humor. Sometimes, although he'd try to explain it, I just didn't get what it was that tickled his funny bone, but whenever it happened, his eyes would sparkle and his giggly smile would just light me up. It was just warmly endearing to see him in a moment of glee.

Charles was one of the most dedicated CAF volunteers the wing has ever had, but most members never knew just how valuable he was at his job as Chief Docent. He was the "rock" that the docent staff was built on. His work ethic was beyond reproach. He cared about our visitors, and the importance of presenting the story of WWII to our present and future generations. It's really a story about people who saw the need, who took action, and made a difference. Just like Charles.

There are just a few people who have been as personally responsible for making the museum the success it was during its heyday as was Charles. To me, for so many reasons, Charles Miller will always be the museum's "Chief Docent." I will miss him.

Glenn Bachman

I learned early on while working with Charles that he had been a docent with the "Railroad Museum" in Sacramento. Since I too liked railroad stores and pictures, and have even toured the museum where he once worked, I had many questions. Charles was one that I enjoyed talking with about the trains and locomotives, for he had a great knowledge. He enlightened me on the subject, for I asked many questions and I still have more to ask. I could see that he liked being a docent with the railroad and ours, for he contributed much. We have a great loss, for his touch can be seen everywhere at our place.

Russ Drosendahl

Charles, to me, was the perfect docent, steeped in the lore of the artifacts we had in our WWII Aviation Museum.

He revelled in the stories behind many of our military artifacts, and took great pride in sharing his knowledge with visitors – particularly the young ones.

He was a frequent contributor of these stories to our Wing's newsletter, *Flight Line*, and all our members looked forward to his interesting articles.

In the future, when I am alone in the Museum, I will continue to see Charles explaining the intricacies of the aerial bombsights to a rapt audience of youngsters.

Rest in peace, old friend. We will all miss you !

Dave Flood

More Memories of Charles Evans Miller

I first met Charles when I was a visitor to the CAF SoCal Wing many years ago, when the museum was in a trailer and the CAF only had the nose hangar. I was impressed with his knowledge and his uncanny ability to know when to step in and talk about an object or artifact, and when to step back and let you look on your own.

A couple of years later, my wife signed me up for the CAF and I began volunteering as a docent. Charles was a wealth of knowledge about everything in the museum, and things that were not out yet.

I worked many Sundays with Charles, through hot and cold days, rainy days and nice days. We talked about computers, the weather, and of course, aviation. Not only was Charles knowledgeable about the airplanes and the artifacts, he seemed to know everyone by name. After volunteering only one time, Charles remembered my name and addressed me with it after not returning for a few weeks.

Charles always made sure that the museum was staffed with docents. I can recall many times getting a call late in the week when someone couldn't make it, asking if I could help out. His tireless efforts to keep the museum open and well maintained are something that I will always remember Charles for. If the floor needed sweeping, or a cabinet needed dusting, Charles was never above taking care of what needed to be done.

On a personal note, I will always remember Charles as a warm guy with a keen mind and a thirst for knowledge. He sometimes seemed kind of serious, but Charles had a warm and wonderful sense of humor. I will never forget during the D-Day exhibit, he was inspecting one of the re-enactor's rifles. He held it like a sentry and said, "Keep your hands off the artifacts" in a serious voice, but with a wide grin.



Clear skies and tail winds, Charles. You will be missed by all of us who knew you. Our thoughts and prayers are with your family.

Eric Van Gilder

Charles Miller passed away on October 17th and with his passing, the Wing lost a Docent 'extraordinaire,' for Charles was our mentor, our friend and someone who shared his love of the Museum with everyone.

As a 'newbie' myself, I was so impressed with Charles's insistence that the Docents follow written procedures that served as a standard of operation in the Gift Shop, the Display Room and the tours by whatever airplanes were on hand. In all aspects, Charles was a professional in his role as head Docent.

Goodbye ole' friend - you will be missed.

Sarah de Bree

Recent Hangar Fund Donors

by Frank Doerfler

Colonels:

Ceci Stratford
Ron & Jerri Fleishman
Jack Rogers (Kent Air Parts)
Bryan Carroll
Robert Smith
Les Bedding
Russ Drosendahl
Dick Burrer
Charles Montague
Paul Woidke
Richard Witten
Joe Ordon

Friends:

Stephen Doerfler
Florence Lennert

We want to thank all the Donors for their continuing loyalty. All Hangar Fund contributions are deposited in a separate account for future hangar improvement efforts. Please send Hangar Fund Donations to:

Commemorative Air Force
Attn: Col. Russ Drosendahl
455 Aviation Dr.
Camarillo, CA 93010

2007 CAF National Individual Awards

At Airsho 2007 in Midland, Texas, the CAF announced its 2007 Individual Awards for members worldwide. The following awards were presented to members of our Wing:

Special Service Award:

Russ Drosendahl, Joe Peppito

Silver Magnolia Blossom Award:

Terry Cedar, Casey de Bree, Jo & Jack Brinkerhoff, Pat & Cliff Brown, Frank Doerfler, Bill O'Neill, Leigh Smith

Unit Service Award:

Dick Roberts, Thomas Van Stein

Individual Maintenance Award:

Ken Barger, Jeff Birdt

Congratulations to you all, and thank you for your service to the Southern California Wing.

CAF NAMES NEW PRESIDENT

MIDLAND, TEXAS (Oct. 2, 2007)



Stephan C. Brown has been named president and chief executive officer of the Commemorative Air Force (CAF). A former Army aviator and private pilot with more than 1,800 hours logged in military and civilian aircraft, Brown will assume his new post on Oct. 17, 2007.

"The CAF's Board of Directors looks forward to working with Steve Brown in furthering the mission of the Commemorative Air Force" said CAF Chief of Staff Gordon Stevenson. "We believe he will continue our tradition of capable leadership that began with our founder, Lloyd Nolen, in 1957."

Brown brings almost 25 years of marketing and management experience to the CAF, including four years in senior management with the Experimental Aircraft Association (EAA) in Oshkosh, Wis.

"I am very honored to have been chosen to lead CAF into the next phase of this organization's proud history," Brown said. "The CAF is uniquely qualified and enthusiastically committed to fulfilling its mission of preserving the military aviation history of this country through flying aircraft."

After graduating from Penn State University in 1983, Brown served as an Army commissioned officer and helicopter pilot, earning the rank of captain. Upon his discharge from the Army in 1988, Brown began a career in consumer products, retail sales and marketing. He began at Humminbird Fishfinders in Eufaula, Ala., and quickly rose through the ranks from territory sales manager to vice president of sales, marketing and product development.

In 1997, he left Humminbird to become vice president of the Consumer Products Division for Valley Recreation

Products, Inc., in Saginaw, Mich. When the opportunity came along a short time later to work at EAA – and reconnect with his passion for aviation – he quickly accepted the position of executive vice president and chief marketing officer and remained with the organization for nearly five years.

"Steve Brown was recruited by EAA in 1998 to bring the organization into the future regarding marketing," said David R. Pasahow of Blue Line Advisors, an executive search and management advisory firm specializing in general and business aviation, who is also a member of EAA's Board of Directors. "Under Steve's leadership, a web presence was developed, a branding effort was implemented and what is today known as AirVenture was solidified."

In 2002, Brown launched his own business: RSVP Wisconsin, a direct mail marketing publication. He continued to direct this operation while serving in his present position as president and chief operating officer of Chi-Mar Construction, LLC, in Destin, Fla.

"Our primary goal going forward is to spread the word and the mission of the CAF to a much larger audience," Brown stated. "Tom Brokaw accurately described World War II veterans as the 'Greatest Generation.' We need to honor them – and all our aviation veterans – by involving the *next* generation."

Brown and his wife, Terri, are the parents of three children: Heather, age 21; Lauren, 17, and Austin, 14. He succeeds Bob Rice, who has accepted the position of executive director of the American Red Cross of Southwest Texas after serving the CAF for 16 years. During that time, the CAF grew to more than 9,000 members with units in 28 states and four foreign countries, operating more than 175 airplanes in what has become the world's largest collection of classic military aircraft. The organization has also expanded its mission, programs and facilities, gaining international recognition in the aviation community.

The American Airpower Heritage Museum has added several galleries including the Aviation Nose Art Gallery, a conservation lab, a research library and the Dynamics of Flight Discovery Center. In 1997, the museum received accreditation by the American Association of Museums and in 2007 achieved another milestone by becoming a Smithsonian affiliate.

The Robert E. Reiss Memorial Holy Family Chapel was dedicated during FINA-CAF AIRSHO 2007. The World War II Ground Transportation Vehicles Museum is set for completion this year.

The Commemorative Air Force is a nonprofit organization dedicated to honoring the men and women who have served, or who are serving, America by maintaining a flying museum of classic military aircraft.

Wing Photo Page I: Airsho 2007



© Photo courtesy of Bob Goubitz
Bob Goubitz (left) and Leigh Smith on the flight deck of the C-46 *China Doll* on their way to Midland. Gene O'Neal (right front) is flight engineer.



© Photo by Bob Goubitz
SoCAWing members relaxing in *China Doll's* luxury coach seats during the flight to Airsho 2007. Note the expanded leg room.



© Photo by Bob Goubitz
Midland's runway 10 seen as *China Doll* makes an air show pass. Note the black smoke from one of the Airsho pyrotechnic explosions going on to the left of the runway.



© Photo by Bob Goubitz
Our venerable *China Doll* basking in the sun at Airsho 2007, surrounded by admiring R4D Dakotas.



© Photo by Frank Mormillo
Great shot of our Hellcat and Zero bopping smoothly along over the Texas landscape.



© Photo by Frank Mormillo
Don't she look purdy? Thanks to Charlie, Gene & crew.

Star Spangled Banner

Unless you know all four stanzas of the Star Spangled Banner you may find this most interesting. Perhaps most of you didn't realize what Francis Scott Key's profession was or what he was doing on a ship. This is a good brush-up on your history.

(Editor's Note- Near the end of his life, the great science-fiction writer Isaac Asimov wrote a short story about the four stanzas of our national anthem. However brief, this well-circulated piece is an eye opener from the dearly departed doctor.)

"I have a weakness -- I am crazy, absolutely nuts, about our national anthem. The words are difficult and the tune is almost impossible, but frequently when I'm taking a shower I sing it with as much power and emotion as I can. It shakes me up every time."

NO REFUGE COULD SAVE : BY DR. ISAAC ASIMOV

"I was once asked to speak at a luncheon. Taking my life in my hands, I announced I was going to sing our national anthem -- all four stanzas. This was greeted with loud groans. One man closed the door to the kitchen, where the noise of dishes and cutlery was loud and distracting. I explained the background of the anthem and then sang all four stanzas. Let me tell you, those people had never heard it before -- or had never really listened. I got a standing ovation. But it was not me; it was the anthem.

More recently, while conducting a seminar, I told my students the story of the anthem and sang all four stanzas. Again there was a wild ovation and prolonged applause. And again, it was the anthem and not me.

So now let me tell you how it came to be written.

In 1812, the United States went to war with Great Britain, primarily over freedom of the seas. We were in the right. For two years, we held off the British, even though we were still a rather weak country. Great Britain was in a life and death struggle with Napoleon. In fact, just as the United States declared war, Napoleon marched off to invade Russia. If he won, as everyone expected, he would control Europe, and Great Britain would be isolated. It was no time for her to be involved in an American war.

At first, our seamen proved better than the British. After we won a battle on Lake Erie in 1813, the American commander, Oliver Hazard Perry, sent the message, "We have met the enemy and they are ours." However, the weight of the British navy beat down our ships eventually. New England, hard-hit by a tightening blockade, threatened secession.

Meanwhile, Napoleon was beaten in Russia and in 1814 was forced to abdicate. Great Britain now turned its attention to the United States, launching a three-pronged attack.

The northern prong was to come down Lake Champlain toward New York and seize parts of New England .

The southern prong was to go up the Mississippi, take New Orleans and paralyze the west.

The central prong was to head for the mid-Atlantic states and then attack Baltimore, the greatest port south of New York. If Baltimore was taken, the nation, which still hugged the Atlantic coast, could be split in two. The fate of the United States, then, rested to a large extent on the success or failure of the central prong.

The British reached the American coast, and on August 24, 1814, took Washington, D.C. Then they moved up the Chesapeake Bay toward Baltimore. On September 12, they arrived and found 1,000 men in Fort McHenry, whose guns controlled the harbor. If the British wished to take Baltimore, they would have to take the fort.

On one of the British ships was an aged physician, William Beanes, who had been arrested in Maryland and brought along as a prisoner. Francis Scott Key, a lawyer and friend of the physician, had come to the ship to negotiate his release.

The British captain was willing, but the two Americans would have to wait. It was now the night of September 13, and the bombardment of Fort McHenry was about to start.

As twilight deepened, Key and Beanes saw the American flag flying over Fort McHenry. Through the night, they heard bombs bursting and saw the red glare of rockets. They knew the fort was resisting and the American flag was still flying. But toward morning the bombardment ceased, and a dread silence fell. Either Fort McHenry had surrendered and the British flag flew above it, or the bombardment had failed and the American flag still flew.

As dawn began to brighten the eastern sky, Key and Beanes stared out at the fort, trying to see which flag flew over it. He and the physician must have asked each other over and over, "Can you see the flag?"

After it was all finished, Key wrote a four stanza poem telling the events of the night. Called "The Defense of Fort McHenry," it was published in newspapers and swept the nation. Someone noted that the words fit an old English tune called, "To Anacreon in Heaven" -- a difficult melody with an uncomfortably large vocal range. For obvious reasons, Key's work became known as "The Star Spangled Banner," and in 1931 Congress declared it the official anthem of the United States .

Now that you know the story, here are the words. Presumably, the old doctor is speaking. This is what he asks Key:

***'Oh! say, can you see, by the dawn's early light,
What so proudly we hailed at the twilight's last
gleaming?***

*Whose broad stripes and bright stars, through the
perilous fight,
O'er the ramparts we watched were so gallantly
streaming?
And the rocket's red glare, the bombs bursting in air,
Gave proof thro' the night that our flag was still there.
Oh! say, does that star-spangled banner yet wave,
O'er the land of the free and the home of the brave?'*

('Ramparts,' in case you don't know, are the protective walls or other elevations that surround a fort.) The first stanza asks a question. The second gives an answer:

*'On the shore, dimly seen thro' the mist of the deep
Where the foe's haughty host in dread silence
reposes,
What is that which the breeze, o'er the towering steep.
As it fitfully blows, half conceals, half discloses?
Now it catches the gleam of the morning's first beam,
In full glory reflected, now shines on the stream
'Tis the star-spangled banner. Oh! long may it wave
O'er the land of the free and the home of the brave!'*

'The towering steep' is again, the ramparts. The bombardment has failed, and the British can do nothing more but sail away, their mission a failure. In the third stanza I feel Key allows himself to gloat over the American triumph. In the aftermath of the bombardment, Key probably was in no mood to act otherwise?

*'And where is that band who so vauntingly swore
That the havoc of war and the battle's confusion
A home and a country should leave us no more?
Their blood has washed out their foul footsteps' pollution.
No refuge could save the hireling and slave
From the terror of flight, or the gloom of the grave,
And the star-spangled banner in triumph doth wave
O'er the land of the free and the home of the brave.'*

(The fourth stanza, a pious hope for the future, should be sung more slowly than the other three and with even deeper feeling):

*'Oh! thus be it ever, when freemen shall stand
Between their loved homes and the war's desolation,
Blest with victory and peace, may the Heaven -
rescued land
Praise the Power that hath made and preserved us a
nation.
Then conquer we must, for our cause it is just,
And this be our motto --"In God is our trust."
And the star-spangled banner in triumph doth wave
O'er the land of the free and the home of the brave.'*

I hope you will look at the national anthem with new eyes. Listen to it with new ears the next time you have a chance. Pay attention to the words. And don't let them ever take it away; not even one word of it."

Note: thanks to Russ Drosendahl for this important reminder of our treasured heritage. Lest we forget !



Francis Scott Key looking to see if the "Star Spangled Banner" was still flying over Ft. McHenry.



The original "Star Spangled Banner" that flew over Ft. McHenry in Baltimore Harbor during the British shelling – on display at the Smithsonian Museum.

Wing Election – 2007

by Bill O'Neill

Our Wing Election for 2008 officers is underway, and ballots are starting to come in.

There is a special voting table in the Restoration Hangar (near Sib Bosso's desk) – with ballots, ballot envelopes, and plain envelopes in which to place the ballot envelopes.

Directions for voting are posted right above the table. You can also mail in your ballot, which is printed on page 12, to:

CAF – Election Committee
455 Aviation Drive
Camarillo, CA 93010

Be sure to follow the directions included on page 12. The deadline for all ballots to be in is November 15.

Museum Update

by Sarah de Bree

We deeply regret that Chief Docent Charles Miller passed away on October 17th. See pages 4 and 5 for memories of Charles.

About the Museum Hangar...it is a mess!

Opening the hangar doors to allow visual access to the airplanes and walk up shopping in the Museum Gift Shop has guaranteed that a 'ton' of dirt covers everything in the hangar. Temporarily, we cannot bring the public inside but that doesn't mean that the areas we (CAF members) walk through, work in and see every workday shouldn't be clean and organized. Achieving this will promote a more positive and energized approach to our work here as well as protect our health by not breathing in this dirt.

Toward this end, I would like to propose a work afternoon and evening on November 7th to reorganize the display area, clean the floors, display cases and all other needy items and areas. The usual token of appreciation will be offered...pizza, pizza and more pizza!

We can meet between 4:00 and 5:00 pm, plan our tasks, eat pizza, drink 'something' and then move display cases and clean away.

Many of the display cases are heavy so a moving dolly or fork lift, etc. will be used therefore we will need helpers experienced with this equipment, especially the guys from the Maintenance Hangar. Bring tools, for we will be working on some of the non-compliant issues such as the temporary walls, high storage racks and anything else that needs attention.

As I'm sure everyone knows by now, the Museum interior has been closed to the public. This has meant that the Docents must work under very difficult conditions. Visitors must be escorted around the outside of the hangar and walked from hangar to hangar to view the aircraft while standing outside. During inclement weather and high winds this becomes difficult for both our Docents and visitors. Remember to thank the Docents for their continued good work under these difficult circumstances.

On Thursday, Oct. 18th the Dept. of Building and Safety, Fire Officials, our Architect and Airport Management met to talk about the problems that face the Museum within this method of operation. This was the first meeting where everyone came with a 'what can we do to help' attitude and, as such, many decisions were reached that, if all keeps flowing in this positive vein, would mean that we may be able to reopen our Museum within two to three weeks.

One major condition will be that no maintenance can be done on the aircraft in the Museum hangar and oil pans must be maintained. NO EXCEPTIONS!

I am very happy to announce that the long awaited Wing patches, pins and cups are now available. Give your order to Ron Fleishman or to whoever is the Gift Shop Docent that day. You will be pleased with the results.

Remember, shop early and shop often!

Regis F. A. Urschler, COL CAF

Brig. General USAF (Ret)

1312 Camp Gifford Road

Bellevue, Nebraska 68005

Phone: (402) 733-3531

September 23, 2007

Floyd Houdyshell, Comptroller

CAF , 9600 Wright Drive

Midland, TX 79711

Dear Floyd:

As agreed upon by audits conducted by the firms Elms Faris, Odessa, TX and Blackman and Associates, Omaha, NE, enclosed please find a check representing the balance of the \$931,117.65 produced as a direct result of my participation as one of twelve civilian pilots selected and authorized by the USAF to participate in their Heritage Program

These funds were received for activity covering the period 2003 through May 2007 and are directly attributable to the sacrifices, dedication and loyalty of the long-serving members of the Gunfighter Ground crew, one of whom has maintained the aircraft and supported the pilot for over 25 years.

In accordance with the basic tenets and principles upon which the CAF was founded--- "to maintain in flying condition as many as possible of the aircraft flown in WW II" ... we request the enclosed funds be applied to service the debt of the CAF "Spitfire" .. N749DP, to help insure it remains in the CAF and continues to receive the attention required to maintain it at the very highest standards required to sustain it's SAFE operational flying condition.

This request conforms to those previously made which already has distributed Heritage-generated monies to the following CAF units and aircraft in addition to the Gunfighter: CAF Marshall's Det.; CAF French Wing; Keystone Wing L-9; Jayhawk Wing PT23; P-39; P-40; P63; SB2C; B-17 "Texas Raiders"; B-24 "Diamond Lil"; B-29 "fifi"; A-26 n"SH" Project; P-51C "red Tail" Project and the CAF "Gunfighter" Officer's Club.

Sincerely,

(signed)

Regis F A Urschler

Member # 1752, Life #116

Enclosure: Cashier's Check \$119,894.90

Note: This letter from Reg Uschler to the CAF was the catalyst for our Spitfire and Zero both becoming debt-free. Our sincere thanks to Reg and to David Price ! See Wing Leader's Report on page 3 for details.

Wing Photo Page II



© Photo by Jack & Jo Brinkerhoff

Commander Don McMillan, USN (Retired) showing off his new placard, showing his experiences as a torpedo bomber pilot during WWII in the Pacific Theater. He was inducted as a member of the American Combat Airman's Hall of Fame at Airsho 2007 in Midland in September. Don got the Navy Cross for putting a torpedo into the Japanese aircraft carrier *Zuikaku*, helping to put her under. Congratulations, Don !



© Photo by Jack & Jo Brinkerhoff

Don and May McMillan enjoying Airsho 2007. That's an example of Don's old airplane behind them – the TBF.



© Photo by Dan Newcomb

Here's one of the famous "Cable Guys," Jerry Royce, putting final touches on a refurbished pulley block which he and Iran Ausley have installed in the PBJ.



© Photo by Dan Newcomb

Here's the other half of that Cable Guy duo, Iran Ausley. Notice the TLC he applies to his workmanship.



© Photo by Casey de Bree

Our expensive BBQ was left outside when wind gusts of 50+ miles per hour were forecast. They actually gusted to 70 mph and this is what those winds did to our BBQ grill after it was left out following the Wing BBQ on 10/20. Please take care of all of the Wing's equipment as if it were your own, and put it back where it belongs after using it.

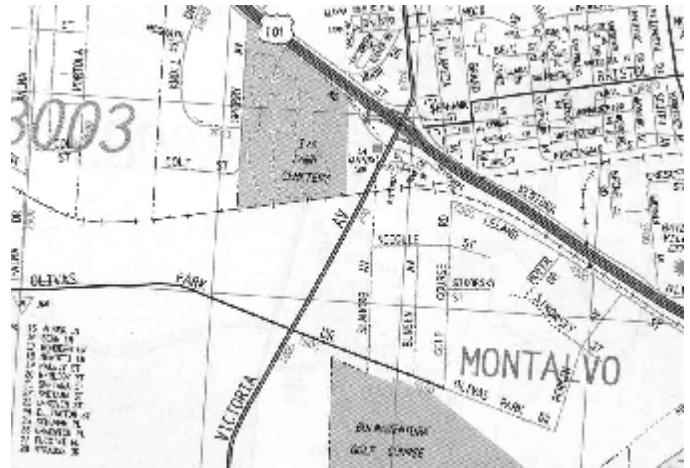
Wing Christmas Party by Casey de Bree

Our Christmas Party is set for Thursday, December 6, 2007 at the Wedgewood Banquet Center, 5880 Olivas Park Drive, Ventura CA 93003. The banquet center is located at the Buenaventura Golf Course. The social hour will start at 6:30 with dinner served at 7:30. We will wrap up by 10:00 PM. Our annual auction will follow the dinner. Cost is \$35 per person

The dinner will be a buffet featuring barbecue chicken, tri-tips of beef, salads galore, garlic bread, roasted red potatoes, and beverage. There will be a no-host bar.

Mail or drop off your reservation with a check made out to "Southern California Wing" to Casey de Bree at the hangar, 455 Aviation Dr., Camarillo, CA 93010. The map at right provides driving directions to the Wedgewood

Banquet Center. The Buenaventura Golf Course is at the lower center of the map.



(Cut here)



OFFICIAL BALLOT

Southern California Wing
455 Aviation Drive
Camarillo CA 93010
Attention: Election Committee

Southern California Wing Staff Election – November 2007

Office	Candidate
Operations Officer	Gary Barber _____
	(write-in)
Adjutant	Robert Albee _____
	(write-in)

Office	Candidate
Finance Officer	Casey de Bree _____
	(write-in)

Only Colonels whose dues are current are eligible to vote

BALLOTS MUST BE RECEIVED BY NOVEMBER 15, 2007

Voting instructions:

1. Vote for one candidate for each office by circling the candidate's name, or write in the candidate's name in the space provided
2. Place completed ballot in a sealed envelope. Mark this envelope "Ballot." Do not put your name or any other info on this envelope or on the ballot itself. Any ballots or ballot envelopes received with names will be discarded.
3. Place "Ballot" envelope inside another envelope, and seal this 2nd envelope.
4. Voting in Hangar Ballot Box: In the upper left corner of the 2nd envelope put: your name & colonel number. In the center of the envelope mark: "To Election Committee." Put envelope in ballot box near Sib Bosso's desk in the Restoration Hangar.
5. Voting by Mail: Follow instructions #1,2,3,4. On the 2nd envelope mark your name and colonel number in the upper left corner, plus your return address. Address the envelope to: Commemorative Air Force, Attn: Election Committee, 455 Aviation Drive, Camarillo, CA 93010.
6. All ballots must be received by November 15, 2007.