

Flight Line

The Official Publication of the CAF

Southern California Wing

455 Aviation Drive, Camarillo, CA 93010

(805) 482-0064

November, 2011

Vol. XXXI No. 11



Photo by Jim Stirone

Warbird Radial Engine Class Up & Running

Visit us on line at www.cafsocal.com



© Photo by Dave Flood

Casey de Bree is the ultimate indispensable member in our CAF-SoCAWing.

He does so many things, and does them so well, that we hope he lives forever.

He's retiring from the Wing Staff, but will be called upon, as usual, to solve many problems.

His motto is: "The hard stuff I do right away, the impossible takes a little longer."

We'll have info on his tenure as Docent, Wing Leader & Finance Officer in the December issue.

**Wing Staff Meeting, Saturday, November 19, 2011 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.](#)

November 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Museum Open 10am to 4pm Every Day Except Monday and major holidays		1 Work Day	2	3 Work Day	4	5 Work Day Air Show Thermal, CA
6 Daylight Savings Ends Air Show Thermal, CA	7 Museum Closed	8 Work Day	9	10 Work Day	11 Veteran's Day	12 Work Day Air Show Nellis AFB
13 Air Show Nellis AFB	14 Museum Closed	15 Work Day	16	17 Work Day	18 Docent Meeting 3:30	19 Work Day Wing Staff Meeting 9:30 Wing Election
20	21 Museum Closed	22 Work Day	23	24 Museum Closed Thanksgiving	25	26 Work Day
27	28 Museum Closed	29 Work Day	30	31 Work Day	Museum Open 10am to 4pm Every Day Except Monday and major holidays	

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* Denotes Staff Position		

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Wing Staff Election News

by Dave Flood

The Wing Nomination Committee, consisting of Chairman Bill O'Neill, Jim Tierney and Dave Flood have come up with three nominees for the three positions opening up on January 1, 2012, for the term 2012-2013.

For **Operations Officer**, **Jason Somes** has agreed to serve another term of two years in the position he has held since taking over from Gary Barber in 2010. Jason has been one of our fighter pilots, currently flying the Zero, the Hellcat, the Bearcat, the Cornell and the Texan. In his "spare time" he works as a jet pilot/mechanic with corporate jets.



© Photo by Eric Van Gilder

Col. Jason Somes, candidate for Operations Officer

Norm Swagler, who took over the job of **Adjutant** from Terry Cedar during this year, will run for the position for the term of 2012-2013.

Norm has been our Safety Officer, our Personnel Officer, and is currently on the restoration team for the F-24R Argus.

He has worked as an electrical engineer for General Dynamics, Servo Corp. of America, and Grumman – serving with the latter for thirty-five years, six in Bethpage, NY and the remaining twenty-nine years in CA at Pt. Mugu NAS – on the F14 Tomcat Program.

Norm has been married to Patience for over 50 years.

Casey de Bree, who has held the office of Finance Officer since June, 2007, has decided to step down and take life a little easier. He has volunteered to do some of the bookkeeping tasks assigned to the Finance Officer, but will not serve again on the Wing Staff.



© Photo by Dave Flood

Col. Norm Swagler, candidate for Adjutant.

Craig Bennett has stepped up to run for the office of Finance Officer to take over from Casey. We are indebted to Craig for coming forward to "walk in Casey's shoes." He will have not only Casey's help, but help from a number of members who are committed to keep our finances in good shape.

Craig has been a member of CAF-SoCaWing since 2006. He is a pilot/sponsor of the Fairchild PT-19 Cornell. He owns a Cessna 172 and a Vans RV6, and is now working on his commercial pilot's license.

Craig manages a software development team for Bank of America. He also has experience in project management and budgeting. He is always looking for opportunities in which he can help our Wing, and has already been involved in assisting the Vintage Aircraft Ride Program, both at CMA and at air shows, the latest in Oshkosh.



© Photo by Dave Flood

Col. Craig Bennett, candidate for Finance Officer.

Please see page 10 for the Ballot and instructions.

Four Sponsors For PBJ Needed

by Marc Russell, PBJ Restoration Team Crew Chief

I need four new sponsors for our PBJ Mitchell "Semper Fi." Why four? We are at a point in the restoration where we need to generate funds to complete a certain task. That task is the fuel and oil tank installation.

There are ten fuel tanks and two oil tanks. We have already purchased three of the twelve tanks, and one of the original main tanks is being inspected to see if it is serviceable. The two oil tanks, which are more complex to build, are available right now and are being held for us by the supplier.

Sponsorship is \$3,500, so four sponsors would equal \$14,000. With the matching funds program that Midland has available, that would mean we would receive \$28,000, and it all would all go towards the fuel/oil tank purchases.

Between the funds that we already have and the funds that four sponsors would generate, we should be able to complete the entire fuel/oil tank installation. This would be a major achievement on the part of the restoration.

Those of you who have been around the hangars lately know that we are very serious about completing this project. We have come a very long way over the last year or two, and are very proud of our accomplishments.

For those of you who haven't been able to see what we have done, please allow me to give a quick description of our progress. The most notable change is that the right wing is permanently installed and with that, all of the cables for the right aileron system. The right outboard aux fuel tank is also installed and basic plumbing is in place. The left forward main tank is in place and, after a final inspection, that area will be permanently closed. Plumbing for that tank to the engine is also being completed.

We are in the final stages of completing the wiring for the entire plane. This has been a massive project, which will require a couple more weeks of work, with our specialist, to complete. Every wire is numbered the same way it came from the factory, which allows us to track the wires more practically. Diagrams of where each wire starts and stops and what system it operates will all be documented for the FAA to review.

The left wing is going together at a very rapid pace, and we plan to put it up in position in the next few weeks. This will allow us to fit a few of the major components before it comes back down to rivet those components in place. When that is complete, the left outboard aux fuel tank will go into place, and the left wing will be permanently mounted to the plane.

Unfortunately, this will not be the final request for money, but it is necessary to close out one more part to this project. The good news is that the number of these projects is getting quite small.

After the fuel and electrical systems are complete, it's on to the engines and props. Then, a paint job and flight instruments and we will be very close to getting her back in the air.

If you have been thinking of becoming a sponsor, this would be great time to do it. For all of you who have been making donations, we can't thank you enough.

As I have mentioned in previous posts, we are making all of our funds go as far as we can.

All our thanks for all your continuing support. We aim to make you proud! Please remember "Semper Fi."

Marc Russell
Crew Chief
PBJ "Semper Fi" Restoration Team



© Photo by Dave Flood

Our North American PBJ-1J Mitchell Bomber "Semper Fi" as she looked at our air show on August 20, 2011.



This is what she will look like when finished.

Wing Photo Page I

All photos by Frank B. Mormillo



CAF's Boeing B-29 "FIFI" flying at Midland's Airsho2011. As the only flying representative of this great WWII bomber, it was the "hit of the show."



Carter Teeter flying CAF's famous Grumman FM2 Martlet (British version of the Wildcat). It was the type of plane used by Lt. Col. "Indian Joe" Bauer, USMC at Guadalcanal in WWII – see his story on pages 8 & 9.



Inland Empire Wing's Douglas C-53 Sky Train, with the D-Day markings. We'll be doing a story on the legendary "Filthy Thirteen" unit of the 101st Airborne Division "Screaming Eagles" in the next issue.



Our Mitsubishi A6M3 Zero - flown beautifully by its newest pilot, Steve McCartney. The Zero and the Bearcat represented our Wing at Airsho 2011. The Hellcat is in "sick bay" with an ailing engine, which may have to be surgically removed & replaced.



Jason Somes again wowing the crowd, this time in Midland, with his Bearcat aerobatics. Maybe Jason is hoping the Blue Angels may bring the Bearcat back in a reprise of its tenure with that famous team.



CAF's famous North American P-51C "Tuskegee Airmen" (left) flying formation with the equally famous P-51D "Gunfighter" – flying to remind the crowd of the great contributions of the black pilots and crews of the Tuskegee Airmen during WWII, and the substantial work of the P-51 in winning that war.

Thanks from CAF HQ for Donation

The following letter was received from CAF Headquarters by our Wing Leader, Steve Barber:

September 22, 2011

So. California Wing
Colonel Stephen Barber
455 Aviation Dr.
Camarillo, CA 93010

Dear Colonels,

Thank you for your donation of \$5,000.00 to the Commemorative Air Force to fund the Safety position at Headquarters.

Your generosity will enable this organization to perpetuate America's rich aviation heritage by preserving, maintaining and operating its fleet of warbirds.

Your support of this truly unique organization brings aviation history to life for all Americans. Again, thank you for your generous gift.

Sincerely,

(signed)

Stephan C. Brown
President

Our CAF-SoCAWing Staff had approved the donation of \$5,000 to Headquarters which, along with donations from other wings, will help fund the new CAF position of Director of Safety for our organization.

Wing Air Show Schedule: 2011

Nov 5-6	Jackie Cochran Air Show, Thermal	TBD
Nov 12-13	Nellis AFB Air Show, Las Vegas	TBD

If you plan on attending one of these air shows, please contact us first at 805-482-0064, as air show schedules sometimes change.



More Free Flight

By Clifford Brown

A number of years ago I wrote a little article about my childhood experiences building model airplanes powered by small gasoline engines. The leading GURU of the hobby, Reginald Denny, took it one step farther and developed small radios to control the model in flight. Later he formed RadioPlane at Van Nuys Airport, where he made target drones for the military during WWII.

The civilian side of that hobby has become extremely affordable and mass produced for everyman. Radio control model airplanes and helicopters are available for the masses. There are computer videos and simulators that help the novice become a seasoned pilot. Some of these models have shrunk the electrical motor, battery and the radio down so small the airplanes can be flown indoors and are the size of a bird.

Today that hobby has morphed into a major aerospace industry. The military has un-manned reconnaissance and attack aircraft and surface ships. Drones in Afghanistan fly combat missions around the clock. Joe Peppito's son is an engineer for Grumman, developing a drone to operate off an aircraft carrier. My employer at Oxnard Airport does a sizeable amount of business retrieving Navy target drones off Point Mugu. Some of the Pacific Tuna Fleet is using on-board drones to help them locate schools of fish. A local enterpriser is creating a virtual visit to our museum and is using a small radio controlled helicopter with a camera to obtain the overhead view. The July issue of the Smithsonian Air and Space magazine includes a major article on Grumman's Navy unmanned aircraft. Aviation journals are awash in articles about the potential application for civilian drones. Commercial technology is forging ahead, held back only by the FAA's restriction of unmanned aircraft flying in the U.S. crowded airspace.

I'm sure that Reginald Denny, who died in 1967 and sold his company to Northrop (that eventually became Northrop/Grumman), never envisioned his model airplanes becoming unmanned drones flying off an aircraft carrier today. Who would have thunk it?

Before WWII Denny had been a movie actor, and, in 1945, a movie friend in government public relations asked Denny if he had any pretty girls working at his plant. "Yank," the Army weekly magazine wanted to run a series on women in the war effort. Denny said, "come out and take a look." The PR guy and his photographer came and took pictures at the Radioplane plant. One picture made the cover of the August 2, 1945 issue of "Yank Magazine."

The photographer was David Conover, who became an author and environmentalist. The PR guy was an Air Corps Captain named Ronald Reagan, who later went into politics. The so-so pretty girl off the Radioplane assembly line was a 19-year-old named Norma Dougherty. A few years later she bleached her hair blonde, took off her clothes for a calendar photograph and changed her name to Marilyn Monroe.

Museum Notes

by John Woolley

Motivational Flights for Wing Docents - Ken Wright & Len Canter

Two of our Wing docents, Ken Wright and Len Canter were given "motivational rides" in our North American SNJ-4 Texan "Bluebird" this month in recognition of their service.

Museum Helpers at Oktoberfest, 10/1

Kudos to the following Wing members who volunteered so generously of their time in assisting us in staging a smooth-running and successful *Oktoberfest 2011* on 10/1 - jointly sponsored with the Thousand Oaks Rotary Club.

Dick Troy, Janet Rizzoli, Jim Hinkelman, Charlie Carr, Bill O'Neill, Pat Brown, Paul Kleinbaum, Ron Fleishman, Greg Mead, Tom Roe, Tom Harlan, John Syrdahl, Jennifer and Jessica Bauman, Mike Perrenoud, and Keith Bailey,

October 15 Special Event

Saturday, 10/15, our Special Wing Event featured a Ventura resident, Gordon L. Benson, who flew 230 combat missions with the 27th Troop Carrier Squadron, 14th Air Force - many of which were "under cover" with Merrill's Marauders and the Air Commando's. Also present was renowned artist, Randy Mytar, who had Gordon sign a recent painting he did at the Oshkosh Air Show depicting a Chinese Air Force P-40 E Flying Tiger that was flown by the American Volunteer Group (AVG) prior to the transition into the 23rd Pursuit Squadron of the 14th Air Force. Gordon was awarded the Distinguished Flying Cross (DFC) with one cluster and the Air Medal with one cluster, the European/Africa/Middle Eastern Ribbon and Asiatic Pacific Theatre ribbon with two bronze stars. Gordon was joined by his lovely wife Dorothy, daughter Karen Lucky, son-in-law, Jim Lucky and grandson Dennis.

Also in attendance was a contingent of Red Hat Ladies from the Camarillo area; Les Bedding, who spent 1941 to 1945 with the RAF in India; and other Wing members and visitors from the community.



© Photo by Frank Mormillo

CAF's Curtiss P-40N #48 of the "Tex Hill" Sponsorship Group, Texas - in the colors of the Chinese AVG "Flying Tigers"



© Photo by Frank B. Mormillo

Could this be the long-awaited race between the legendary bombers, the B-24 and the B-17? The CAF's B-24 "OI 927" appears to be trailing the CAF's B-17G "Sentimental Journey." Only those who attended the Airsho 2011 at Midland (Jason Somes, Steve McCartney, Ron Fleishman and Brian Hartill) and, of course, Frank Mormillo, can tell.



© Photo by Dave Flood

Roger Harvey, a visitor to our "Wings Over Camarillo" Air Show on August 20, was reminiscing about his experiences as a B-17 pilot flying out of England during WWII. He flew on 32 missions bombing Nazi factories and military facilities. A memorable mission was to bomb a German atomic bomb factory in Poland. Roger is now 89, and first flew out of Santa Paula in 1937. His crew photo is below.



U.S. Naval Aviation: Centennial, 2011

Lt. Col. Harold W. Bauer: Guadalcanal Hero, C.O. VMF-212, Medal of Honor Recipient

By [Stephen Sherman](#), July, 1999. Updated June 30, 2011.

Harold "Indian Joe" Bauer, CO of **VMF-212** was possibly the finest fighter pilot in the Marine Corps.

An Annapolis graduate and a football player, he had spent seven years in Marine aviation before 1942. His real name was "Harold William"; he had picked up the nickname "Indian Joe" at the US Naval Academy because of his height, high cheekbones, and dark features.

As CO of VMF-212, he trained his men well, for one month at Tontouta on New Caledonia and at Efate. His pilots called him "The Coach" because he ran the squadron as a team, and at age thirty-four was ten years older than most of them.

They trained at Efate during the summer of 1942, which at that time was very much on the front line. While a token Australian force was posted on Guadalcanal, a Japanese strike at any time was considered possible and a radar set was installed on an Efate mountain top.

Guadalcanal

Guadalcanal was one the few places in the region able to support a bomber-capable airstrip, so the Japs occupied it in July and began building one. But on August 7, the U.S. Marines landed, took over the airstrip, and drove the few Japanese troops into the jungle. By the 20th, Marine air units flew in to support them, but most of Bauer's VMF-212 continued training on Efate. Eight pilots from the squadron, notably Captain Everton and Lieutenant Conger, served with VMF-223 in August and September.

Bauer managed a few "guest appearances" at Guadalcanal with VMF-223 while his own squadron was based at Efate. Flying with them and their leading ace, Marion Carl, was a little ironic, because Bauer and Carl had developed a rivalry before the war in San Diego. But after a mock dogfight, they had built a respectful friendship. Bauer flew up to Guadalcanal to inspect the airstrip on **September 27**, and asked Galer if there was a spare plane for him to fly. He went up with -224 and promptly shot down a Betty bomber. (Other sources report that he shot down a Zero on September 28, while flying with VMF-223.)

His best day came on **October 3**, 1942 when leading a division in Carl's flight, "The Coach" downed 4 Zeros with four quick bursts, but jamming his guns in the process. Then he noticed a Zero going after an American pilot in a parachute, and with only one gun working, an infuriated Bauer dove after the Zero, shooting it down, and then returning to downed pilot, marking the spot by flying circles

over it. A destroyer picked up the Marine pilot. On that day, "The Coach" was the last to land, and was obviously excited about his victories, having left his high-altitude supercharger on. (Officially, his credits for the day were four confirmed and one probable.) In any event, he earned custody of a captured Japanese battle flag that the Marine Raiders had given to the airmen. Bauer immediately directed that the flag be sent to the Marine trophy room in Quantico, Virginia.

In mid-October, the Japanese made one of their major efforts to regain Guadalcanal, shelling it with battleships for three nights in a row. By the morning of the 16th, the Marines of Cactus had only 12(?) Wildcats operational, and little in the way of gasoline, ammunition, or other supplies. An old destroyer, the *USS McFarland* had come in with supplies, and was off-loading aviation fuel onto a barge. At this juncture, nine Val dive bombers came in, bombing the barge, and threatening the *McFarland*.

Just then Bauer was landing VMF-212 at the Fighter Strip after a long flight from Espiritu Santo. As he circled the field, watching the other 18 planes of his squadron land, he saw the smokes and flames from the stricken barge, as well as the diving Vals. Despite nearly empty gas tanks, he set out alone after the eight dive bombers. He caught them at 200 feet, dove into the Vals and flamed three (four?) in succession. This was to win him the Medal of Honor.

Throughout the rest of October, Bauer stayed on the ground, directing all Cactus fighter operations, which was his real responsibility, not flying combat sorties. He kept after his men to seek out Zeros, and not to run from combat. His leadership and inspirational qualities were such that his fliers would rather face the Japanese fighters than the Coach's wrath. It's notable that Colonel Bauer only left his ground duties for four missions, and downed eleven planes on those few occasions.

Starting on **November 12**, the Japanese made a major effort to reinforce Guadalcanal. Army, Navy, and Marine fliers as well as surface ships were engaged over the new few days, scoring heavily but taking losses as well. On the 13th, American bombers and torpedo planes sank the battleship *Hiei*. 'Cactus' was shelled that night, and by dawn of the 14th, there were only 14 Wildcats and 10 Army fighters operational. Lt. Col. Bauer, now with Fighter Command HQ, went up, along with Duke Davis, Joe Foss, and Jim Flatley.

His Last Flight

Joe Foss described Indian Joe Bauer's last flight in the following letter to his family:

On November 14, 1942, we had heavy enemy action up the line from Guadalcanal. All day we bombed, torpedoed, and strafed their ships by air. Late in the afternoon we had several of their troop transports dead in the water. About four o'clock I received orders to take my flight and escort the dive bombers to that area, and if enemy air activity

permitted I was to strafe the transports. Just before I took off, Colonel Joe told me that he was going along and see just how my boys worked. He said I wasn't going to get all the fun alone, so we all took off.

Upon arriving there, we found several troop transports dead in the water and smoking. Some warships were cruising among them to pick up survivors and ward off air attacks. Tom Furlow and I followed the colonel and circled high above. The three of us circled for some time and watched our planes attack and start to leave. All the surrounding air seemed clear from enemy air activity. So we came down and strafed the ships below. We came right out on the water and headed for home.

All of a sudden, tracers shot over my head. Upon looking back, I saw two Jap Zeros diving on us, shooting. At once, Joe turned and headed straight for one. Both he and the Jap were shooting everything. Then - Bang! And the Zero blew up, and Joe zoomed and made a turn for home. Tom and I chased the other Zero toward Tokyo but couldn't catch him. Upon returning to the scene of Joe's action (twelve or fifteen miles due north of the Russell Islands), I was unable to spot him. I saw an oil slick about a mile south of the spot where the Zero had gone in, and upon circling it saw Joe swimming with his life vest on. I went right down to within a few feet of him, and he waved both arms and jumped up out of the water. Then he waved me toward home. He was in good shape - no visible cuts. I tried to give him my life raft, but it wouldn't come out, so I gave full throttle toward home.

I landed and took off at once in a Duck (a Grumman J2F amphibian bi-plane) with Major Joe Renner. We were within ten miles of Joe and it got pitch black, so we had to return home. At daybreak the next morning (Nov. 15) we were on the site of the colonel's landing with my flight of eight and the Duck. The only thing in sight were two Jap planes, which we shot down at once.

We searched and searched the area but no sign of a soul. ... So in my way of thinking, one of the following two things happened - either the Japs happened upon him and took him prisoner or the sharks got him. If the Japs have him, he is safe, in my mind, as he wore his lieutenant colonel's silver oak leaves.

The above is as complete as the action really was. To me, Marine Corps' Aviation greatest loss in this war is that of Joe. He really had a way all his own of getting a tough job done efficiently and speedily, and was admired by all, from the lowest private to the highest general.

I am certain that wherever Joe is today, he is doing things the best way - the Bauer way.

I am hoping that someday Joe will come back - I'll never lose hope, knowing Joe as I did.

Medal of Honor Citation

No trace of Lt. Col. Harold Bauer was ever found. He was posthumously awarded the Medal of Honor, which citation follows:

Rank and organization: Lieutenant Colonel, U.S. Marine Corps.

Born: 20 November 1908. Woodruff, Kansas

Appointed from: Nebraska.

For extraordinary heroism and conspicuous courage as Squadron Commander of Marine Fighting Squadron 212 in the South Pacific Area during the period 10 May to 14 November 1942. Volunteering to pilot a fighter plane in defense of our positions on Guadalcanal, Lt. Col. Bauer participated in 2 air battles against enemy bombers and fighters outnumbering our force more than 2 to 1, boldly engaged the enemy and destroyed 1 Japanese bomber in the engagement of 28 September and shot down 4 enemy fighter planes in flames on 3 October, leaving a fifth smoking badly.

After successfully leading 26 planes on an over water ferry flight of more than 600 miles on 16 October, Lt. Col. Bauer, while circling to land, sighted a squadron of enemy planes attacking the U.S.S. McFarland. Undaunted by the formidable opposition and with valor above and beyond the call of duty, he engaged the entire squadron and, although alone and his fuel supply nearly exhausted, fought his plane so brilliantly that 4 of the Japanese planes were destroyed before he was forced down by lack of fuel.

His intrepid fighting spirit and distinctive ability as a leader and an airman, exemplified in his splendid record of combat achievement, were vital factors in the successful operations in the South Pacific Area.



Lt. Col. Harold W. "Indian Joe" Bauer, USMC

**Congressional Medal of Honor
Guadalcanal, World War II**

Semper Fi !

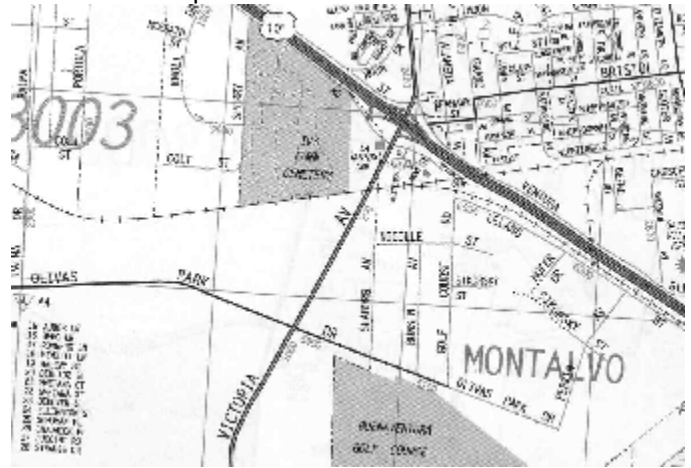
Wing Christmas Party

by Casey de Bree

Our Christmas Party is set for Thursday, December 1, 2011 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. **Please bring auction items to the party – “good stuff” only.** 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 provides driving directions to the Wedgewood Banquet

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



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

(Cut here)

OFFICIAL BALLOT

Southern California Wing Staff Election – November 2011

Office	Candidate
Adjutant	Norm Swagler
	_____ (write-in)
Finance Officer	Craig Bennett
	_____ (write-in)

Office	Candidate
Operations Officer	Jason Somes
	_____ (write-in)

Only Colonels whose dues are current are eligible to vote

BALLOTS MUST BE RECEIVED BY NOVEMBER 19, 2011

Voting instructions:

- Vote for one candidate for each office by circling the candidate’s name, or write in the candidate’s name in the space provided
- 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.
- Place “Ballot” envelope inside another envelope, and seal this 2nd envelope.
- 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 in the “O Club” – flag-decorated box with upside-down helmet.
- Voting by Mail:** Follow instructions #1,2,3. 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.
- All ballots must be received by November 19, 2011.**