

Flight Line

The Official Publication of the CAF

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

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October 2007

Visit us online at www.orgsites.com/ca/caf-socal



© Photo by Al Watts



© Photo by Dave Flood

Here's one of the main reasons we as a Wing are in existence – to be a living history lesson to the young people of our community. We welcome young visitors like these to our hangars to show them what the great combat aircraft are like, and what a tremendous contribution to the maintenance of freedom for our country and the world they have made.

**Wing Staff Meeting, Saturday, September 8, 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

October 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 Museum Closed	2 Work Day	3 Museum Closed	4 Work Day	5	6 Work Day
7	8 Labor Day Museum Closed	9 Work Day	10 Museum Closed	11 Work Day	12	13 Work Day Staff Meeting 9:30 AM
14	15 Museum Closed	16 Work Day	17 Museum Closed	18 Work Day	19	20 Work Day
21	22 Museum Closed	23 Work Day	24 Museum Closed	25 Work Day	26	27 Work Day
28	29 Museum Closed	30 Work Day	31 Museum Closed			

STAFF AND APPOINTED POSITIONS				IN THIS ISSUE	
Wing Leader	* Steve Barber	(805) 485-5405	f8f2@aol.com	Wing Calendar	2
Executive Officer	* Jason Somes	(818) 292-4646	airboss@jasonairracing.com	Staff and Appointed Positions	2
Adjutant	* Bob Albee	(805) 583-4872	loll@earthlink.net	Wing Leader's Report	3
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Operations Officer	* Gary Barber	(805) 659-4319	bearcat69@pacbell.net	'Nuff Said	3
Maint Officer	* Joe Peppito	(805) 498-4187	jocafpeppo@msn.com	Plane Freed from Ice Heads for England	4
Safety Officer	* Marc Russell	(805) 955-9404	captmarcr@aol.com	Wing Photo Page I	5
Facility Officer	Bob Albee	(805) 583-4872	loll@earthlink.net	Join the PBJ Team	6
Training Officer	(Vacant)			Holiday Fireworks	6
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Gift Shop Manager	Sarah de Bree	(805) 389-9185	scdebree@aol.com	Welcome Home Baby	10
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* Denotes Staff Position

Wing Leader's Report

Our Wing Leader, Steve Barber, has been quite busy as the October newsletter deadline approached and was unable to submit his column. The Wing Staff wants to be sure that the membership has the latest information concerning what is being done to reopen our museum and hangars to the public, so here is the latest.

What preoccupied Steve was that he flew to Reno on the morning of September 15 after receiving word that Wing member and CAF pilot Jason Somes was involved in a mid-air collision at the air races at 9:30 that morning in the Formula One division. The race announcer at first erroneously announced over the PA system that Jason had been killed in the crash, but it was the other pilot, Gary Hubler, who had been killed. Jason was able to bring his badly damaged aircraft to an off-airport landing and get himself out of the airplane even though he had sustained major facial cuts in the accident. Early reports indicated his injuries were far more severe, but they were fortunately not correct. Later reports indicated Jason was trying to secure dates with the nurses attending him in the hospital, so we had a good feeling that he was going to be OK. See page 11 for more information on the accident.

Concerning the museum, we have been careful to comply with the letter of the Fire Department order that closes the hangar to the public. We are continuing to develop some museum income by escorting museum visitors around the outside of the building to the ramp and allowing them to view the aircraft through the wide-open doors of both hangars. The museum artifacts area is closed. This imposes a hardship on our docents, is not a satisfactory arrangement for our visitors, and has resulted in reduced museum income. The solution is to correct the permitting issues that the County of Ventura has with the hangar.

Towards this end, museum staffer Jim Tierney was assigned to insure that a dialog is established with the county agencies so they are aware of what is being done to resolve these issues. He is further responsible to insure that progress continues to be made in the process.

Current efforts are concentrating on identifying and removing any partitions, museum exhibits, and electrical outlets that were not permitted. Documentation is being prepared to obtain the necessary permits for any unpermitted electrical wiring in the building. The Partitions separating the O' Club from the rest of the hangar will need a permit and the decision has been made to apply for the necessary permits separately from the electrical work mentioned earlier.

We don't know if our museum artifacts section of the museum must remain closed to the public after the hangar has been made compliant to the satisfaction of the county agencies. We will cross that bridge with the authorities after the hangar is in compliance. As mentioned in an earlier issue of *Flight Line*, we have drawn up a footprint of a new class "A" building for our museum. There is nothing additional to report on the building right now.

Sarah and Casey de Bree

"Nuff" Said...

This is a statement from a "concerned citizen" over a disruption of his precious morning and the brilliant reply by one of our finest.

Luke AFB is west of Phoenix and is rapidly being surrounded by civilization that complains about the noise from the base and its planes, forgetting that it was there long before they were.

A certain lieutenant colonel at Luke AFB deserves a big pat on the back. Apparently, an individual who lives somewhere near Luke AFB wrote the local paper complaining about a group of F-16s that disturbed him/her at the mall. When that individual read the response from a Luke AFB officer, it must have stung quite a bit!

The complaint:

"Question of the day for the Luke AFB: Whom do we thank for the morning air show? Last Wed., at precisely 9:11am, a tight formation of four F-16 jets made a low pass over Arrowhead Mall, continuing west over Bell Road at approximately 500 ft. Imagine our good fortune! Do the Tom Cruise-wannabes feel we need this wake-up call, or were they trying to impress the cashiers at Mervyns early bird special? Any response would be appreciated."

The response:

Regarding "A wake-up call from Luke's jets" (Letters, Thursday): On June 15, at precisely 9:12 a.m., a perfectly timed four-ship flyby of F-16s from the 63rd Fighter Squadron at Luke Air Force Base flew over the grave of Capt. Jeremy Fresques.

Capt. Fresques was an Air Force officer who was previously stationed at Luke Air Force Base and was killed in Iraq on May 30, Memorial Day. At 9 a.m. on June 15, his family and friends gathered at Sunland Memorial Park in Sun City to mourn the loss of a husband, son and friend.

Based on the letter writer's recount of the flyby, and because of the jet noise, I'm sure you didn't hear the 21-gun salute, the playing of taps, or my words to the widow and parents of Capt. Fresques as I gave them their son's flag on behalf of the President of the United States and all those veterans and servicemen and women who understand the sacrifices they have endured. A four-ship flyby is a display of respect the Air Force pays to those who give their lives in defense of freedom. We are professional aviators and take our jobs seriously, and on June 15 what the letter writer witnessed was four officers lining up to pay their ultimate respects.

The letter writer asks, "Whom do we thank for the morning air show?" The 56th Fighter Wing will call for you, and forward your thanks to the widow and parents of Capt. Fresques, for it was in their honor that my pilots flew the most honorable formation of their lives.

Plane Freed From a Glacier Sets Out for Britain Again

By [PATRICK J. LYONS](#), *THE NEW YORK TIMES*



Glacier Girl, streaking at a 2005 air show.

A World War II-era P-38 Lightning fighter plane has taken off from Teterboro Airport in Northeastern New Jersey, bound for Duxford, England, where it is almost 65 years overdue.

The plane was one of six P-38s and two B-17 bombers on their way to help shore up the defenses of the British Isles in July 1942, seven months after Pearl Harbor, when bad weather blocked them first from reaching a refueling base in Iceland and then from making it back to their previous stop in western Greenland. The pilots wound up having to make emergency landings on Greenland's ice cap, where they were spotted by air and rescued by dogsled teams three days later.

Greenland's harsh climate soon [buried the planes in snow and ice](#) – almost 270 feet of it, eventually — so though the rough whereabouts of what came to be called the [Lost Squadron](#) were known, the planes were not precisely located until 1983. Nine years later - when they had been icebound for 50 years - an expedition succeeded in burrowing down to one of the P-38s.



© Photo by Lou Sapienza/Polaris

Salvagers melted the ice away from the buried P-38 and disassembled it to bring it to the surface in 1992

Remarkably, though the weight of all that ice had squeezed and crushed some parts, for the most part the arctic deep-freeze had preserved the plane in remarkably good condition. Named *Glacier Girl* by the salvagers, the plane was carefully disassembled to get it to the surface, shipped home and [painstakingly restored](#) to flying shape over the next nine years; since 2002 it has been a regular visitor at air shows and aviation museums.

Still, *Glacier Girl* had some unfinished business, which it will try to attend to by finishing the journey to Britain.

The plane [said goodbye](#) to its home base in Middlesboro, Ky. , and circled the Statue of Liberty before setting down at Teterboro to prepare for the trans-Atlantic hop. If all goes as planned, it will be escorted on its first 100 miles by another vintage fighter, a [P-51 Mustang](#) - and riding shotgun in that one will be the last survivor of the original Lost Squadron crew: Brad McManus, the pilot of another of the P-38s, who is now 89.

Update: *Glacier Girl*, on the trip to Great Britain, developed engine trouble just after takeoff from Goose Bay, Labrador. The plane returned to Goose Bay, where it was determined that both engines would have to be replaced. Steve Hinton, the pilot, continued in another plane to England. *Glacier Girl*, after the work was complete, returned to the U.S.

Wing Photo Page I



© Photo by Casey de Bree

Shirley Murphy riding front seat in a Ryan PT-22 during the Camarillo Air Show. The pilot is Terry Freedman.



© Photo by Eric Van Gilder

www.vg-photo.com

Steve Barber doing a slow roll before the crowd at the Camarillo Air Show. A beautiful bird at any angle!



© Photo by Eric Parsons, *Ventury County Star*

Camarillo EAA pilot Norman Hall (right) helps fellow pilot Don Miller position his airplane at the EAA Camarillo Air Show on August 18, 2007.



© Photo by Eric Van Gilder

The CAF Wing's North American PBJ-1J *Semper Fi* was the object of much interest by the people attending the EAA Air Show. Our PBJ Restoration Team showed her off with pride !



© Photo by Dave Flood

A perennial air show favorite is our C-46 *China Doll*. She drew crowds of attendees under her wings.



© Photo by Eric Van Gilder

Jason Soms taxiing in his Pitts Special biplane, prior to his participation in an air show fly-by. The lucky inhabitant in the front seat is Sarah de Bree.

Join the PBJ Team – Buy a Tank !

by Marc Russell, PBJ-1J Crew Chief

The PBJ has come a long way over the last few years, enough so that we could put her outside during the CMA air show. This was a major feat, and we are extremely proud of what we have been able to accomplish. Seeing her outside in the sunlight makes all the work and frustration worth it.

We are in the last few throws of sheet metal work on the basic airframe. The right wing stub is very near completion, needing only basic clean up. For the left wing stub, we are having parts fabricated by a new friend of the PBJ. With these installed, it too will be complete. The amount of work required to return these areas to original has been nearly overwhelming, but none-the-less, we have done it.

The only other area of sheet metal work is around the forward hatch. We replaced three sheets of outer skin, made new floor panels, and have reworked the entire hatch mechanism. With these projects complete, all sheet metal work on the basic airplane will be done. We are considering replacing the skin on the outer wings, but that is not yet a certainty. Sorry guys, but the noise may not be over.

So, here we are with a nearly complete airframe that has a number of holes that need to be filled. These holes are for the fuel and oil tanks. Each wing stub contains one oil tank, three aux fuel tanks, and two main fuel tanks. The main tanks can be installed at any time, but the aux tanks and oil tanks need to be installed and plumbed before the wing can be closed up.

As can be imagined, our budget is under extreme stress. Fuel and oil tanks can cost anywhere from \$3000 to over \$5000, depending on size and complexity of shape. We have considered modifications to reduce the number of tanks, but to do so would require extensive re-plumbing of the venting system, resulting in a loss of range and free air show gas.

We are reaching out for assistance of any type. It won't be long until we will have done everything we can without additional funding. If you can help, to any degree, it will go directly and completely toward the restoration. Please, help us get this one-of-a-kind plane back in the air.

Kindly make your donation check payable to:

CAF, Southern CA Wing, write **PBJ Fund** on the memo line, and send to:

CAF, PBJ Fund, 455 Aviation Drive, Camarillo, CA 93010

Holiday Fireworks

by Cliff Brown

This last July 4th holiday I spent alone. Pat was at a family reunion in Oregon and Idaho. Watching television and seeing all the various ways that the Fourth is celebrated throughout the nation brought me back some sixty years to remember how I celebrated some of our national holidays.

In my time in Korea we searched around for ways to break the monotony...or how to celebrate the holidays, including Presidents' Day; my own birthday in February; and, of course, the Fourth of July. Some bright boy came up with the idea that the way to celebrate holidays was to hold a TOT event all across Korea.

TOT stands for Time On Target. We knew exactly how long it took for a round to get from the end of the barrel of our artillery piece to land seven or eight miles away on the target. Our 105 millimeter howitzer shells were about the size of a loaf of bread, weighed 25 pounds or so, and traveled at about the speed of sound.

Each artillery unit would select targets in their sector. One target for each artillery piece. We would then calculate to the second when we would have to fire so that all of the shells would land at exactly the same time. Our time of choice was...midnight.

Our unit was one of the farthest north in Korea, so we were closest to the Chinese, and we fired last. Just before midnight you could hear the big 155 mm guns to our rear fire. Then the units on our left and right would fire. And then we would open fire. At exactly midnight shells from every artillery piece in Korea landed at the same time on their respective targets. One big THUMP! Usually we fired three rounds in quick succession, so it was: THUMP...THUMP...THUMP!

You could not help but feel a little sorry for the Chinese and North Koreans. This became a very effective tactic, at least from a morale point of view. But Korea is a lot bigger than Vietnam, so I suspect that we hosed down many an unoccupied mountain top with artillery shells, just as a lot of empty Vietnamese rice paddies got the Ark Light treatment.

Friends of the Museum

by Ceci Stratford

We've made good process with this project! We have 24 "Friends of the Museum" and have received over \$1500 in donations. Many thanks to those who have helped promote this project. Please continue to do so as we need all the support we can get.

"Friends" are part of the CAF So Cal Wing, and as such, they may enter the Museum interior.

If you meet a "Friend," welcome them and show them around.

Wing Photo Page II



© Photo by Dave Flood

The Wing's ramp was a very busy place during the recent Camarillo Air Show.



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

Our good friend Bob Goubitz visited us from his base in Colorado for the air show weekend. Here he is, as usual, in the thick of things, driving a tug, with Jacob Van Gilder, Eric's son, riding shotgun.



© Photo by Eric Van Gilder

Jason Somes, in our Mitsubishi A6M3 Zero, giving his best "Banzai!" signal prior to taking off for his crowd-pleasing flybys during the Camarillo Air Show.



© Photo by Gordon Twa

Our Fairchild F-24 in all her "nakedness" displayed at the air show. It was nice to see our restoration projects get the light of day so they could be seen by the visitors, who turned out to be very interested.



© Photo by Eric Van Gilder

Here's our neighboring Ventura County Sheriff's fire suppression helicopter showing it's stuff at CMA show. Thanks for all you do, guys, to help in so many different ways!



© Photo by Eric Van Gilder

Another of our valued neighbors, Challenger Publication's North American B-25J "Executive Sweet" doing a dazzling fly-by in front of the large and enthusiastic crowd at the air show.

Over The Side!

by Jerry "Turkey" Tucker

It wasn't just all fun and great looking chicks!

Another combat day in Viet Nam, and "Turkey" was waiting to be launched. There was a problem with the aircraft in front of him, so they pulled it off the cat' and put "Turkey" in his place. He wound it up, gave the salute and waited for the launch. He felt it start to go...then nothing. His aircraft was moving down the deck, but no acceleration. He pulled the power and was on the brakes...shut it down...then found himself teetering over the leading edge of the flight deck. He felt the Crusader rocking with each movement of the ship as he talked to the Air Boss. Air Boss told him to stay in the cockpit...that they were trying to hook his aircraft to a tug...and that several sailors were trying to hold his tail down to change his tilting aircraft's center of gravity until it was safely hooked up.

The ship rocked with another swell...and over he went, falling down toward the water below. As it fell, the aircraft rolled on its side. "Turkey" recalls that he could now see the ship's bow plowing through the water. He didn't know which was worse – seeing the water coming up at him – or seeing the carrier slicing through the water toward him. When he'd been teetering over the bow, he had thought of ejecting. But now he was in the water, and he felt sick as the bow of the carrier hit his F8U. He was sure he was a member of the living dead...and was just along for the ride.

He remembers the hit, and the terrible "snap" as the ship's bow broke his aircraft in two, just behind his cockpit. "Turkey" now realized that he was still alive and that he was sealed inside the Crusader's cockpit module. The water was so clear and he could see all of the ship's bottom as he was bounced and bobbed along. He remembers every bob and hit along the ship's bottom as chunks of his cockpit's plexiglass were gouged out by the barnacles on the carrier's hull.

He was thinking he might come out of this alive, as fear struck him again when he saw the ship's screws spinning like hell...and he was heading straight for them. The sound of the screws was terrifying. He now visualized being chewed up as he felt a sudden surge of speed bringing him closer and closer to the screws...knowing he was being sucked into the vortex created by them. He continued accelerating and watched in horror as he passed through the screws themselves. Miraculously, he was unharmed.

Disoriented, and rolling violently in the screws' wake, he suddenly saw the sun and noticed he was bobbing on the ocean's surface. He said his heart rate was so fast he could feel his heart thumping in his chest. He tried to do something to get out, but he couldn't control his shaking hands. He tried several times to blow the canopy, but didn't have the hand coordination needed...until his third try.

He blew the canopy and immediately realized he'd made a mistake, as the cockpit capsule filled with water, then sank...going down fast. About 35 to 40 feet beneath the surface, he extracted himself from the cockpit. When he got to the surface he was greeted by a helicopter and a rescue swimmer who jumped out of the helicopter to save him. During the helicopter ride, "Turkey" said he couldn't thank God enough...and praised the Lord all the way back to the ship.

They got him onto the ship and to the doc. And "Turkey" recalls a comical but serious moment when the first thing that came out of his mouth was: "You can bet your sweet ass that next time I won't blow that damn canopy!" Like one day all of this might happen again to him – right?

Note: Jerry "Turkey" Tucker was with the Blue Angels during the last years of the F4s, then stayed on for the first two years of the A4s. During Viet Nam, he flew F8Us. He now is a senior captain for Southwest Airlines.

Thanks to Russ Drosendahl for this piece. It reminds us of a similar experience of our own Ron Luther.



Vought F8U Crusader on the 'cat' – ready for takeoff.

Wing Election Update

by Bill O'Neill

Our election committee has come up with four candidates so far to run for the three Staff Officer positions open this year.

For the position of **Operations Officer**, Gary Barber has agreed to run again. For **Finance Officer**, our current CFO, Casey de Bree, is also in the running. Two candidates for **Adjutant**, Bob Albee and Sarah de Bree, have thrown their hats into the ring. If anyone else is interested in trying to become one of the three Staff Officers, please contact Bill O'Neill or Dave Flood ASAP.

We are printing a Wing Election Ballot on page twelve of this issue of Flight Line.

Copies of the ballot, envelopes, and voting instructions will be available on a table in the Restoration Hangar.

Wing's Photo Page III



© Photo by Eric Van Gilder

Our fighters doing a spectacular fly-by during the Camarillo Air Show. Pilots and planes are, from left, Steve Barber in the Hellcat, Gary Barber in the Bearcat, and Jason Somes in the Zero.



© Photo by Gordon Twa

Cols. Chuck Williams and Richard Witten had a brisk business going at the air show, taking photos of visitors in the cockpit of our SNJ-5.



© Photo by Eric Van Gilder

A highlight of the air show was the Red Bull – sponsored Bolkow helicopter, which absolutely amazed the crowd with its gyrations.



© <http://www.vg-photo.com>

© Photo by Eric Van Gilder

Col. Yoshi Abe, our Zero's crew chief, in authentic WWII Japanese airman's gear, looking skyward.



Our Bearcat contingent (above) on USS Carl Vinson and FA-18 under Golden Gate Bridge (below) in 1994.



Photos above courtesy of Joe Peppito

Welcome Home, Baby ! (6/22/2007)

by Dan Newcomb & Scott Drosos

I have been lucky enough to see her three times. The odds are very slim that I will see her again. The shuttle program is nearing the end. Today like the other times she made her presence heard and felt with a very loud double sonic boom. Straight up over your head you see a white speck and very quickly that speck looms into the viewfinder and dives at an unbelievably steep angle and at the last possible moment the gear drops and she is down with a puff of smoke from the mains. It takes all of two minutes. **Dan Newcomb**



© Photo by Dan Newcomb

Shuttle *Atlantis* coming in over Edwards Air Force Base in California on June 22, 2007 after her reentry to the atmosphere and her announcement to all of California with twin sonic booms.

I have never seen a landing myself, but was lucky enough to witness a launch once. I used to work for TRW, where we built satellites that were launched on the Shuttle. I was in the measurements engineering department, and got to travel to the Cape on a MAC C-5A one time to monitor acceleration loads, temperatures, etc., on one of our TDRSS (Tracking and Data Relay Satellites) during its trip down.

Once there I was involved with mating the satellite to the Boeing IUS (Inertial Upper Stage) rocket, which takes place in what's called the VPF (Vertical Processing Facility), a special building built for such purposes. After that it was placed in the Shuttle bay for launch.

I can't remember which orbiter it was, but while I was there I got to see a launch from the viewing area only a few miles away. I gotta tell you, that was by far the most awesome thing I've ever seen. Being some distance away, the sound didn't hit us until after we saw the Shuttle clear the tower. The sight of the flames and smoke was awesome enough, but when the sound finally reached us a few seconds later it totally blew me away! It was so powerful you could actually feel your chest vibrating. I can

only imagine what it must have been like to witness a Saturn V launch during the heyday of the Apollo program. That still ranks as the most powerful rocket ever launched.

Fortunately I wasn't there when the Challenger exploded, although the cargo it was carrying was another of our TDRSS satellites. Joe and Kim, who both worked in the same department were there on that fateful day.

Yes, it's sad that the days of the Shuttle are numbered, but I can only look forward with anticipation and excitement to our next generation of space vehicles. Just as you, though, I'll always have a special fondness for the great Space Shuttle. **Scott Drosos**



© Photo by Dan Newcomb

Looking somewhat like a Monet painting, this photo of the Shuttle landing at Edwards AFB shows the creation of the desert landing site into a watery oasis – the mirage created by rising hot air currents. Gear is down – *Atlantis* is home!

Out From the Shadows

by The Troll

Yesterday was my first work day since the roll out at the air show. Finally, after 29 months under the right wing I would be working on a different part of the airplane! Finally, after over two years, I would move to the other side of the fuselage, the side that faces east, the side with a beautiful view out the hangar doors and all of that fresh air! I would no longer feel like the troll living under the bridge. Finally out of the darkness of the west wall and the ugly view of the metal shop. Finally I would be out of hibernation! Finally...what? They BACKED the plane in? You want me to work on the left wing now? We are going to rebuild part of the left wing? But that means the same old scenery. Oh well! I guess it isn't so bad being tucked away on the west side after all. It is private and I get enough sun light on my drive to and from Bakersfield. I am very familiar with the guts of a PBJ wing so even though it is like working in a mirror there should be few surprises. Right now I am thanking God that PBJ's aren't biplanes! Someday, someday, I will run out of wings to rebuild and noses to rebuild and fairings to rebuild and flaps to rebuild and floors and skins and landing gear and tails and engines and.....fly! Someday !

Note: Submitted by Dan Newcomb. Could he be The Troll?

One Killed, Simi Pilot Hurt In Air Race

It's 3rd fatal crash in Reno in 4 days

Excerpted from an article by Scott Sonner, *The Associated Press*, Reno, Nevada

Two airplanes, in the Formula One Class, collided in the air Friday at the Reno National Championship Air Races, killing one pilot and injuring a Simi Valley pilot in the third fatal crash there in four days.

Five-time defending champion Gary Hubler, 51, of Caldwell, Idaho, was killed in the crash shortly after 9:30 a.m. at Stead Airport just north of Reno, race officials said.

It marked the 18th fatality in the 44-year history of the air races. It also prompted the suspension of the competition the rest of Friday, but race officials said it would resume today as scheduled.

The pilot of the other plane involved in the accident, Jason Somes, of Simi Valley, a member of our Wing and one of our fighter pilots, was taken to Renown Regional Medical Center with non-life-threatening injuries. A friend of Somes said he was being treated for an eye injury.

Hubler's plane apparently clipped the back of Somes' plane before crashing. Somes was able to land his damaged aircraft, race officials said.

"Jason's incredible pilot skills saved his life," said Ken Gottschall of Oxnard, a pilot and longtime friend. In the collision, the canopy of Somes' plane came off and hit him in the face, his friends said. "There were huge pieces of his aircraft missing," Gottschall said.

Somes had "some pretty deep cuts" to his face but is fine, Gottschall said in a phone interview from Reno.

Steve Barber, Wing Leader and a friend who has flown and helped train Somes as a pilot, flew to Reno in his Baron King, and brought Somes home on September 17th.

Somes, in addition to his facial injuries, also had scrapes, cuts and was sore, Barber said. "I just thank God he's alive," he said.

-Star staff writer Sam Richard contributed to this report.



© Photo by Chris Luvara

Jason flying another of his planes – a Pitts Special.

Wing Christmas Party

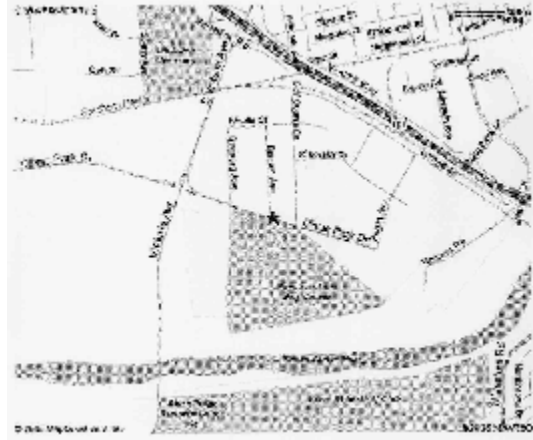
by Casey de Bree

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 black star in the center of the map is your destination.



(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
	Sarah de Bree

	(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:

- 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 near Sib Bosso's desk in the Restoration Hangar.
- 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.
- All ballots must be received by November 15, 2007.