

# 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, 2009**

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



© Photo by Dave Flood

Visitors Sam & Elias enjoying our Air Museum



© Photo by Derek Lee (Courtesy of Col. Dee Forbes, Utah and So. CA. Wing Member)

**Our C-46 Commando *China Doll* at the Hill AFB Air Show**

earlier this year. We are hoping to send her to the Edwards AFB and Nellis AFB air shows later this year. She just had a successful check flight of about an hour, with Terry Cedar and Jeff

Whitesell as pilots – on September 19, 2009, and is ready!

See the story on Page 6.

**Wing Staff Meeting, Saturday, October 17, 2009 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.**

# October 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>Museum Open</b> 10am to 4pm Every Day Except Monday and major holidays				1 Work Day	2	3 Work Day
4	5 Museum Closed	6 Work Day Air Show Tucumcari, NM	7 Air Show Tucumcari, NM	8 Work Day Air Show Midland TX	9 Air Show Midland TX	10 Work Day Air Show Midland TX
11 Air Show Midland TX	12 Museum Closed	13 Work Day	14	15 Work Day	16 Air Show Edwards AFB	17 Wing Staff Meeting 9:30 Air Show Edwards AFB
18 Air Show Edwards AFB	19 Museum Closed	20 Work Day	21	22 Work Day	23	24 Work Day
25	26 Museum Closed	27 Work Day	28	29 Work Day	30	31 Work Day  Halloween

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Adjutant	* Terry Cedar	(805) 570-8048	tac1966@msn.com	Wing Leader's Report . . . . . 3
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\* Denotes Staff Position

## Wing Leader's Report

by Robert Albee

### "Around The Ranch"

Hi, everyone! Summer has passed so quickly, and I would like to take a moment with you and look around to see what we have accomplished over the last several months.

At first glance, and not in any order, it is obvious that our "O Club" has been completed, through the generous efforts of many members. When you walk into the room, it is evident that people care about its appearance and treat it like they would their home. We also received by donation a microwave; blender; refrigerator; and other equipment – finally completing our facility. By the way, we now have a sink...yes, a real live sink (another donation by a key member). When you walk out of the "O Club" door, turn right and admire the very attractive bulletin board professionally built by another of our members. Shall we have a party?

Reversing our course, and leaving the Museum Hangar, you will notice one very important factor: something is missing on the East Tarmac and related area. Do you know what it is? Of course you don't! It is all the junk that used to be there for years! Gone, gone and gone. I won't say who removed it, but he is a retired trucker who is fast on his feet. Going over to the west side of the tarmac, a few other things are also missing. Let me give you another clue. One is a big, big gray box that everyone just loved and cherished. In addition, all types of scrap has been sold, while other useful items have been given to individuals in need. Who do you think cleaned up the area? Yep, it was "fast trucker" and his buddy "NS," who is a retired engineer! If it "ain't" tied down, you better nail it down or you will find it missing – with those two guys around.

Thanks, you guys, you are great!

O.k., let's go into the Maintenance Hangar. Boy, does it look different from several months ago. Are you ready for this? The floors are clean, yes...clean! Each aircraft has its own well-defined area, with plenty of space. Piles of excess inventory are now organized and neatly put away according to aircraft type and usage. In the past there was so much oil on the floor you could skate on it – but no more. If there is a drop of oil seen on the floor, members are now bending over to wipe it up.

That's what pride is all about – as well as making EPA and the local fire dept. happy. Safety is "number one," and we all care and it really shows! To those of you who work on aircraft and other items in the Maintenance Hangar, a big THANKS! By the way, the leader who supposedly provoked all this cleanup work has the initials "JP," and I don't mean JP Morgan!

Outside the Maintenance Hangar and around the next corner to your right...the ground equipment maintenance area is in full swing repairing and maintaining all our ground equipment. It seems we love to test drive them.

Time to move forward...and talk a little bit about the Museum and its participation in recent events. As you know, our "Museum" is one of the major profit areas for our Wing. Its sources of revenue include, but are not limited to, the daily visitor income; gift shop sales; promotion and rental of its hangar for parties and a host of other events. Simply put, we would not survive if it were not for all those great members who work day and night supporting "all" of our needs. When you see these individuals, let's take our hats off to them...they who seldom get glory or accolades.

Thank you all!

Our participation in the EAA "Wings Over Camarillo" air show last month contributed approximately \$12,000 to our bottom line for 2009. That is a chunk of money that was certainly needed due to the unforeseen Bearcat engine expenses. Without going into specifics, it's interesting to note the various sources of income that were generated at the air show besides our normal ground and aircraft fees.

They were PX sales, C-46 tours, warbird cockpit photo sales, SNJ-5 and PT-19A public rides – just to name a few. Last, but not least, there were several ladies and gentlemen who worked very hard all day Saturday and Sunday on the ramp. I will give you one guess what they did. Yep...move airplanes around all day in the direct sunlight and heat in a very safe and sane manner. Now that's dedication! But more than that...that is SAFETY in motion.

Now, how many of you have seen our new fire lanes and "no parking" signs at the rear of both hangars? I bet everyone has – and I hate to throw water on your fire (pun) – but those signs are for everyone! If you have a need to park your vehicle for a few moments, do so at the EAST end of our ramp – up against the poles. There is not a choice – it's your responsibility as a member and a matter of safety – period!

Other items of interest: take a look at the front of our hangars and note the beautiful landscaping which is being put in. It's gorgeous, and will certainly improve our looks on an on-going basis. This has been needed for years, and now it's being completed – thanks to Clayton Rutkowski, his family, and his Boy Scout Troop #225 of Camarillo. Clayton has taken on this project to earn his Eagle Scout rank. We all owe them a large THANKS for all their hard work.

You will also notice that fire water lines have been put at the rear of our tarmac in the event they are needed. Please keep an eye out for them so that they are not hit by your vehicle. By the way...they are bright yellow.

In closing, I could go on and on but I would run out of ink and paper in order to list and thank all the individuals who have made us successful this year. If you want to know who one of those individuals is...I will give you another clue. Just look in the mirror and see who has a big grin on his/her face.

**Until next time...God Bless and fly safe.**

## Hangar Events Report by Stephen Barber, Jr.

Within the last month, we have had some great individual parties that were not only good for additional income sources, but were also fantastic for our local Wing's morale. We have had tremendous success with one goal in mind, and that is to "have fun!" Currently, we have a team that works well together with putting on events and preparing from the start and finishing with the follow up that should make our wing proud.

Our last event was a "Sweet 16" birthday party for twin sisters that turned out to be a phenomenal hit. During the party, we had multiple people who were involved with that event, either by specific duties or by relationship with the family, who came to myself and others and made very positive remarks about our organization. I personally received some comments about our Wing. One in particular was: "Everyone I know on the field here in Camarillo seems to be talking about your events that you are hosting in the hangar, and most of them, including myself, are wondering how we can become involved and get invited to them in the future." These are the types of comments that we need to maintain. We as a Wing should feel proud of our work.

### Coming Up:

On Saturday, October 3<sup>rd</sup>, we are hosting a Surprise Birthday Party. A very nice family is throwing the party, and it will be great timing to have the aircraft around during that event before the fighters head to Midland .

We are hosting our first Wine & Wings event on Saturday, November 14, 2009. Tickets are available for purchase now. Tickets may be purchased from Steve Barber Jr., Vern Olson, and at our front desk at the Aviation Museum. Tickets bought in advance are \$59.95, and, at the door on the date of the event, are \$69.95. This fundraiser will be a huge plus for our Wing, and we will all benefit from the exposure it will provide. The introduction of our Aviation Museum to our local community that enjoys local wines will hopefully develop their future involvement with our Wing.

If you haven't purchased a ticket, please feel free to invite your neighbors and friends. It is an outstanding opportunity to show your friends just "what it is exactly that you're doing when you're out at the airport".

On Monday, November 16, we are hosting our 1<sup>st</sup> Annual Golf Tournament. Tickets for foursomes are available with golf entry form. Golfers and individual banquet quests may obtain an entry form by contacting Steve Barber Jr. at (805) 223-1077 ([barber.stephen@gmail.com](mailto:barber.stephen@gmail.com)) to enroll. This, too, is an outstanding opportunity to involve your friends and family with our Wing in a different fashion that will contribute to the fiscal benefit of our organization.

NOTE: Both events - **Wine & Wings, and 1<sup>st</sup> Annual Golf Tournament** - are functions that our wing is putting on, and, if properly promoted, may become two of the largest revenue sources for our Wing. **See pages 12 and 13 of this newsletter to see the posters for these events.**

What's most important about both of these functions is that they have been orchestrated from the ground up, without any money spent from our Wing. We have recruited sponsors and assets from outside sources to fund our operating costs.

We have a fundraiser on November 21 for the Murray Grey Foundation in our Museum Hangar. It will be a joint venture with our American Aeronautical Foundation friends that will be involving the B-25 "Executive Sweet," with fundraising going towards our Vets and Active Service family members. It should be a nice beginning to hopefully a long mutual involvement, where we are intimately concerned with helping our past, present, and future service men and women.

On December 5<sup>th</sup> we will be honored to host the Christmas party for our close friends, Unit 146 ATO, Air National Guard, Pt. Mugu.

NOTE: To all Wing members of CAF-SoCAWing - If you know of anyone or any company or organization that is looking for a great venue for their Christmas party, please refer them to us if you have not done so already. Have them call Steve Barber, Jr. at (805) 223-1077 (e-mail: [barber.stephen@gmail.com](mailto:barber.stephen@gmail.com)).

I want to say "**thank you**" to everyone who has helped me with getting things to run smoothly in the planning and conducting of the Hangar Events. I appreciate your support and will definitely continue to need your help.

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### Thanks From Debbie

As I attend my new classes this semester at the CSU Channel Islands, I think back on this summer and all the help and kindness I received from everyone at the SO CAL Wing.

I want to thank everyone for all the help and support they extended to me during my internship. From this experience, I take priceless information and knowledge that will be utilized in my educational future.

I feel truly fortunate that Larry Kates agreed to sponsor me at the museum and gained an in-depth understanding of WWII and the planes from Ceci, Shirley, Ron, Dave, Carol, Bill, Joe, Jim, Pat, Sarah and all the terrific volunteers at the museum. Thanks so much!

My Best Regards,

**Debbie Henderson**

## Wing Photo Page I – Wings over CMA



© Photo by Dave Flood

**Inland Empire Wing's Douglas C-53 Skytrain, which did many fly-bys during the air show.**



© Photo by Dave Flood

**Our C-46 *China Doll* at the 2009 EAA Chapter 723's Camarillo Air Show – August 22 and 23. Large crowds, with many children, visited our "Mother Bird."**



© Photo by Frank Mormillo

**A full-scale replica Supermarine Spitfire flying in front of the appreciative crowd at "Wings Over Camarillo." We hope to have our own Mk. XIV flying next year.**



© Photo by Frank Mormillo

**Charlie Plumb's reliable trainer, the Fairchild PT-19A, doing a low-level pass over the runway. We were able to take a number of air show attendees up for rides.**



© Photo by Jim Scheid

**John Collver's famous North American AT-6. John did a shortened version of his aerobatic program during the show. Insurance concerns kept aerobatics out of the show. Many WWII warbird fly-bys made up for it.**



© Photo by Frank Mormillo

**Our Grumman F8F-2 Bearcat arrived back at CMA just the day before the air show – coming from Burbank Airport after receiving a new engine. She looked just wonderful to our eyes – performing flawlessly during Saturday and Sunday. Welcome home!**

## Flight Through Time

by Dave Flood

I had a marvelous day on Saturday, September 19, 2009! I was one of eight passengers aboard our "Mother Bird" – the C-46 Commando *China Doll*. Thanks to Dick Troy, the Crew Chief, for adding me to the passenger list.

Our pilots, Terry Cedar and Jeff Whitesell, took us on a one-hour flight out over the coast, up to Carpinteria, and back over Ventura County to the Camarillo Airport – with a small detour for two instrument landings at Oxnard Airport.

What a thrill for me! For most of the flight, I sat in the cockpit, right behind the pilots. I was mesmerized by their meticulous adherence to the check-list – going over all the necessary functions and instruments before the flight.

Throughout the taxiing, the running-up – with Jeff and Terry checking all the instruments (even the mention by Jeff to be sure to have your hand under the brake lever to insure that it would not snap down and break), and the take-off, their attention to detail was very reassuring.



© Photo by Dave Flood

I was most impressed by the smooth "ballet of the hands" that Jeff and Terry exhibited throughout the flight, in which they cooperatively handled the instruments with care. And the big bird responded beautifully! I noticed how they both finessed the throttles – moving them gently to get just the right amount of thrust.

At one point, during the take-off – I felt that Charlie Valentine was right beside me, checking out all the moves that Terry and Jeff were making. He would have been very proud of his old plane and how the pilots were handling her.

Then we were airborne! And, though the pilots were very attentive to the possible air traffic around them as we climbed toward the coast and cruising altitude, they eventually relaxed and obviously enjoyed flying the large vintage aircraft.

As we climbed out over the Pacific, and flew up the coast, I observed the heavy cloud layer, with the tops of the inland mountains peaking over the clouds. I then closed my eyes and envisioned us flying over the Himalayas at 27,000

feet, on our way to Kunming, China with a load of ammunition, food, medical supplies and guns destined for Chiang Kai-shek.



© Photo by Dave Flood

Then we came in over fields of strawberries and groves of lemon trees, and my imagination once again took over...

We were back to June 6, 1944, coming in over the Normandy coast and preparing to unload our human cargo – paratroopers of the 101<sup>st</sup> Airborne Division – to the French countryside below, during the D-Day invasion at the start of the Allied push toward Berlin.



© Photo by Dave Flood

Back to reality – and we were landing at Oxnard Airport, part of Terry's three landings and take-offs during the check ride. Another go-round and landing at OXR, and we were off to Camarillo – going north to the 101 grade, then coming back in over the Camarillo Springs Golf Course (on which I live) – straight in to Camarillo Airport.

Our landing at CMA was perfect – the successful ending of what for Terry and Jeff was probably a routine flight, but for me was one which will be forever memorable.

Thank you, Terry, Jeff and Dick for my fantastic "Flight Through Time!"

Thanks also to the dedicated *China Doll* crew: Gene O'Neal, Dave Sica, Larry Simmer, Gino Dellanina, and Wilfred Whyte – for getting our "Mother Bird" ready and "Keepin' Her Flying!"

## Wing Photo Page II – Wings Over CMA



© 2009 Eric Van Gilder

© Photo by Eric Van Gilder – [www.vg-photo.com](http://www.vg-photo.com)

Three Grumman “Cats” in a special fly-by during the “Wings Over Camarillo” air show – F6F-5 Hellcat, F8F-2 Bearcat, and F7F Tigercat.



© Photo by Jim Scheid

One of two Lockheed P-38 Lightnings at the show, this one is the Planes of Fame’s “23 Skidoo.” It is a thrill to see one P-38 at an air show, and we had two!



© 2009 Eric Van Gilder

© Photo by Eric Van Gilder

Our Mitsubishi A6M3 Zero doing its thing at the show. Our pilots, including Steve Barber, Gary Barber, Jason Somes, Ken Gottschall, Terry Cedar and Al Kepler were all kept busy during the two days of the show.



© Photo by Ron Fleishman

Zach Ramzi, one of our Cadets, with the B-17G model he assembled and painted. It’s displayed in our Aviation Museum. Nice job, Zach!



© Photo by Frank Mormillo

The CAF – SoCAWing’s Grumman F6F-5 Hellcat making a low-level pass over Camarillo Airport. This aircraft recently made a 4,300 mile round-trip to Geneseo, NY – participating also in shows in Milwaukee and Oshosh, Wisconsin. The pilots, Jason Somes and Ken Gottschall, took the Hellcat farther from CMA than she had ever been before.

## Letter On Our PBJ/B-25

As many of you already know, the PBJ/B-25 has been the most involved restoration project that the Southern California Wing has ever undertaken. Many of us have worked on it for over a decade and we still have a number of years to go. During that time we have accomplished more than any of us could have imagined. I know there were long periods of time where it didn't seem like much was getting done, but lately, that behind-the-scenes work is coming to fruition.

We need to keep this momentum going as strongly as we can. Earlier this year, through hard work from a number of our wing members, we qualified for matching funds from Midland to help fund our restoration. To date, we have been able to use approximately 2/3 of the money that Midland has allocated to the PBJ, and we only have a one-year time frame to use it. This process is also renewable and we intend to reapply as soon as it is appropriate. Keep in mind that the best way to convince Midland that we are serious is to make sure we use everything that they offer.

What are we going to do with the money? Even though we are still doing some sheet metal work here and there, our next major expenditure is for fuel tanks and oil tanks. We are currently talking to a supplier about options and hope to place an order in the near future. After that, we will start to do a complete rewire of the aircraft. It won't be long before we will have to start talking about engines.

What have we done so far? About 80% of the tail section has been replaced with new sheet metal. There had been so many modifications made by previous operators of this plane, and corrosion had gone unchecked for so long that we replaced the entire belly and roof of this section of the plane as well as half of each side. We have rebuilt the horizontal stabilizer, the vertical stabilizers, both elevators, both rudders, all trim tab systems, control locking systems and replaced all of the cables that operate them. As of this writing, the elevators have been rigged and the rudders are next on the list.

Inboard wing stubs have also been major projects. Both sides were gutted due to corrosion and have been rebuilt to original. This includes ribs, rib caps, stringers, skin, attach angles, formers and all sorts of other components. Currently the right side is nearly complete and we have most of the parts to finish the left side in the near future.

The bomb bay was missing some components and also needed upgrades to others. These are all complete and look fantastic.

The cockpit had all of the control components removed and torn down, inspected and rebuilt. This included the control yokes, rudder pedals, engine controls, and control locking mechanism. In the process, we also found corrosion in the cockpit floor area causing us to replace a

large section of it. We have gone through the vast majority of the hydraulic system and replaced nearly every line. Most of the components, including selector valves for gear, flaps, and cowl flaps, pressure and temperature regulating units, actuators for the bomb bay, gear and flaps have been overhauled. Modifications to the system have been removed and the system returned to as close to original as we can make it.

We have cables that control each throttle, mixture, propeller, and supercharger, as well as each elevator, rudder, and aileron. There are cables that lock each of these controls to keep them from flapping in the wind as well as cables that trim each of these controls. All of these have either been replaced or will be before we are ready to fly.

So where are we today? As I mentioned, we are in the final stages of finishing both wing stubs and rigging some of the controls. It won't be long until the right side wing stub will be done, and as soon as work is completed on the outboard right wing panel, we want to install the right wing. That would then allow us to install the entire right side flap system, aileron system, fuel tank plumbing and oil cooling system. After that, we will do the same with the left wing.

The one thing standing in our way is the purchase of fuel and oil tanks, as one tank must be installed prior to attaching the outboard wing panel. Although we have enough money in our account to order some of these tanks, we do not have enough for all of them.

All in all, we have made a great deal of progress, and, from this point, large strides will be seen regularly. Please come out and take a look to see what we are doing, and if you can help in any way, please do. We very much appreciate everyone who has helped get us to where we are today.

Thank you!

Marc Russell and the entire PBJ crew



© Photo by Dan Newcomb

**Our PBJ's recently-assembled new "tail feathers."**

## Wing Photo Page III – Wings Over CMA



© 2004 Eric Van Gilder

© Photo by Eric Van Gilder

Our neighbors to the east, the “flying sheriffs,” put on a typical rescue operation for folks at the air show. Kudos to them for all the good work they do!



© 2004 Eric Van Gilder

© Photo by Eric Van Gilder

The American Aeronautical Association’s B-25J Mitchell bomber *Executive Sweet* on a bombing run.



© 2004 Eric Van Gilder

© Photo by Eric Van Gilder

How often can you see a Corsair and a Zero flying together? Here are the Planes of Fame’s F4U and the CAF-SoCAWing’s A6M3 putting on a photo op show for the “Wings Over Camarillo” air show crowd. Would Pappy Boyington roll over in his grave?



© 2004 Eric Van Gilder

© Photo by Eric Van Gilder

“A thing of beauty is a joy forever.” The Irish poet John Keats wrote these words, which so aptly describe how we all feel about seeing two beautiful P-38 Lightnings flying together in perfect symmetry.



© Photo by Eric Van Gilder

Public riders kept our SNJ-5 #290 busy during the air show. We have sold about 150 rides so far since the inception of our Warbird Ride Program. Let your friends know that they can sign up for the ride of their lives in either the SNJ-5 or the PT-19A. Call 482-0064.



© 2004 Eric Van Gilder

© Photo by Eric Van Gilder

Eric captured this moment during the fly-bys – which almost looks like one of Robert Taylor’s paintings. Can’t you just picture this happening during the D-Day operation – the Spitfire providing cover while the C-53 Skytrain goes into the French skies to drop paratroopers behind German lines?

# Maintenance Officer's Report

By Joe Peppito

Believe it or not, the "Blue Bird" (SNJ-4 #N6411D) is flying!

On September 3, Steve Barber took the airplane up for its first test flight. The airplane flew well, with some minor squawks. After a half-hour flight, Steve landed with no problems – to a grand welcome from the Wing members. After working out the "kinks" – Terry Cedar took her up for a 2<sup>nd</sup> test flight on September 24 – with everything AOK.

Les Bedding and his crew can be extremely proud of the Rolls Royce Griffon engine they installed on the Spitfire. This was a major accomplishment for this airplane. Now comes the hard part of installing all the various system plumbing and connections. The crew is working very diligently, but the airplane is still a long way from flying.

We all want to congratulate Dick Troy and his C-46 *China Doll* crew for their efforts in putting this airplane back in the air! On Saturday, September 19, the airplane was loaded with some of the workers and cadets (who work so hard around the hangar) for a flight around the Ventura County area. The airplane also flew a pilot check and made three take-offs and landings.

The F6F-5 Hellcat, F8F-2 Bearcat and A6M3 Zero all flew in the EAA air show "Wings Over Camarillo," and were the hit of the show. Of course, the Zero came out the loser again, being shot down by the Hellcat.

The SNJ-5 "290" was flown by Gary Barber to San Diego for a formation training program. On the return flight from San Diego, he had some engine trouble – running rich and burning excessive fuel. Gary made it back to Camarillo, however, with no trouble. The airplane is now grounded for a carburetor change. We have an overhauled carburetor to install, but we need someone to make the change.

All in all, things are picking up, but we sure could use some more personnel in the maintenance area to keep all our airplanes flying.



© 2004 Eric Van Gilder

© Photo by Eric Van Gilder

**Our Zero and Hellcat doing their dogfight routine. They are a big hit at every air show in which they fly.**



© Photo by Jim Scheid

**Clay Lacy flew the F7F Tigercat in for the air show. Note the Goodyear blimp in the air over CMA.**



©Photo by Dave Flood

**Clay Lacy's beautiful DC-3 "Flying Mary O'Connor." Note the E2-c Hawkeye from Pt. Mugu NAS in rear.**

## Wing Air Show Schedule – 2009

Oct 6, 7	Tucumcari, NM	F6F, Zero
Oct 8 – 11	Midland, TX – Airsho 2009	F6F, F8F Zero
Oct 16 -18	Edwards AFB, CA	SNJ-5, PT-19, F6F, F8F, Zero
Nov 7	Thermal, CA	F8F, Zero

Note: The above information is subject to change. Please contact us at 805-482-0064 for latest information.

## Recent Wing Donors

Thanks to **Stephen Doerfler, R.W. Kohlbrand, Roger Ostlund and Ralph Viola** for their generosity to our Wing!

To donate, you may send your check to:

CAF-SoCAWing, 455 Aviation Dr., Camarillo, CA 93010,  
Attn: Col. Casey de Bree.

Thanks for your participation!

## Wing Photo Page IV



© Photo by Dave Flood

A painting of our Bearcat was presented to Col. Charles Plumb at the recent Staff Officers' Conference for his meritorious service to the CAF. See it in our Museum. Congrats, Charlie, for the honor!



© Photo by Dave Flood

Clayton Rutkowski of Boy Scout Troop #225 in Camarillo and Col. Lloyd McAfee with a trailer-load of plants & trees for our new front landscaping project. It's an Eagle Scout project for Clayton.



© Photo by Dave Flood

Col. Jim Hinkelman recently hung this superb RC model of a Chance-Vought F4U Corsair over the inside entrance in our WWII Aviation Museum.



© Photo by Dan Newcomb

Here's a man who really enjoys his "work." And his "work" is really a volunteer job renovating our PBJ/B-25 Mitchell bomber. Marc Russell, Crew Chief, and his devoted band of brothers have put in countless hours to bringing their PBJ back to flying status. See Marc's story on Page 8.



© Photo by Eric Van Gilder

Here's another of our members who truly gets a big kick out of piloting our aircraft. Ken Gottschall, along with his brother pilots, provide all of us great pride in our striving to "Keep 'Em Flying!"



© Photo by Eric Van Gilder

The men behind the pilots, the crew chiefs and the crew members of each of our planes put their heart and soul into keeping their planes airworthy. Here is Yoshi Abe, our A6M3 Zero crew chief giving TLC to his airplane. Our heartfelt thanks to all our volunteers!

# Wine and Wings Ventura County



## Wine Tasting Event and Fundraiser

Saturday, November 14, 2009

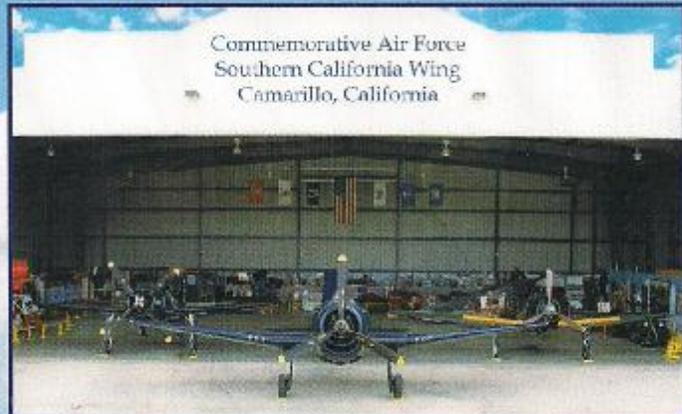
3:00 P.M. to 7:00 P.M.

\$59.95/person advance tickets

\$69.95/person at the door

Make Checks Payable to:  
CAF So Cal Wing (Wine & Wings)

and mail payment to:  
455 Aviation Drive  
Camarillo Airport  
Camarillo, CA 93010



Join us in uncovering the best-kept secrets in Ventura County. Amid the backdrop of our World War II Aviation History, enjoy world class wines from Ventura County's Premium Wineries and appetizers by Chef Tim Kilcoyne of the Sidecar Restaurant in Ventura.

Help us support the mission of the Commemorative Air Force in Southern California.

Our first annual wine tasting event is sure to be a unique evening of fun and entertainment with a chance to taste and purchase at a discount the unique wines from local winemakers.

For more information, please contact:

**Steve Barber, Jr.**

805.223.1077 • Barber.stephen@gmail.com

**Vern Olson**

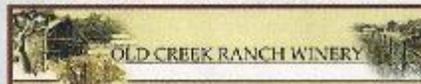
805.200.8627 • iflypt@yahoo.com

**Mark Storer**

805.482.0064 • mark\_s2112@yahoo.com

### Featured Wineries Include:

- Old Creek Ranch Winery, Ojai



- Bella Victorian Vineyard and Winery, Camarillo



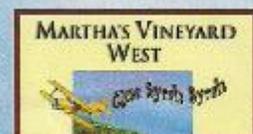
- Cantara Cellars, Camarillo

- Stafford Premium Wines, Camarillo



- Rancho Ventavo Cellars, Moorpark

- Martha's Vineyard West, Santa Paula



<http://www.cafsocial.com/>



## 1<sup>st</sup> Annual CAF So. CA Wing Golf Tournament

Date: Monday, November 16, 2009

Place: Las Posas Country Club  
955 Fairway Drive  
Camarillo, CA 93010

Time: 10:00 a.m. - Golf  
3:00 p.m. – Cocktails & Raffle  
4:00 p.m. – Dinner & Auction

Golf Entry Fee: \$195.00 per golfer - \$780.00 per foursome.  
Limit: 120 golfers (30 foursomes)

Includes: Round of golf, lunch, dinner and raffle ticket.

Banquet dinner open to additional 120 guests @ \$50.00 each.

**For more information, please contact:**

Steve Barber, Jr.: (805) 223-1077 / e-mail: [barber.stephen@gmail.com](mailto:barber.stephen@gmail.com)

Vern Olson: (805) 200-8627 / e-mail: [iflypt@yahoo.com](mailto:iflypt@yahoo.com)

Sponsorships are available at three levels:

Silver - \$1,000.00 / Gold - \$2,000 / Platinum - \$5,000

The Commemorative Air Force is a non-profit 501(c)(3) educational and historical preservation organization that restores and flies vintage military aircraft. Our Aviation Museum is located at Camarillo Airport.  
455 Aviation Drive, Camarillo, CA 93010

Wing Christmas Party by Casey de Bree

Our Christmas Party is set for Thursday, December 3, 2009 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 2009**

Office	Candidate	Office	Candidate
<b>Finance Officer</b>	Casey de Bree	<b>Operations Officer</b>	Gary Barber
	_____		_____
	(write-in)		(write-in)
<b>Adjutant</b>	Terry Cedar		
	_____		
	(write-in)		

Only Colonels whose dues are current are eligible to vote

**BALLOTS MUST BE RECEIVED BY NOVEMBER 18, 2009**

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 2<sup>nd</sup> envelope.
- Voting in Hangar Ballot Box: In the upper left corner of the 2<sup>nd</sup> envelope put: your name & colonel number. In the center of the envelope mark: "To Election Committee."
- Put envelope in ballot box in the Restoration Hangar on the table next to Chuck William's desk.
- Voting by Mail: Follow instructions #1,2,3. Put your name and address in the upper left corner of the 2<sup>nd</sup> envelope, along with your colonel number. Address the 2<sup>nd</sup> envelope to: CAF – SoCAWing, 455 Aviation Drive, Camarillo, CA 93010, Attn Election Committee.
- Ballots will be counted and the results announced on November 20, 2009 and in the December issue of Flight Line by the Wing Election Committee: Ron Fleishman, Sib Bosso, and Bill Main.