

# Flight Line

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

September, 2013  
Vol. XXXIII No. 9



Remembering Dean Browne  
Please see page 3 and 4.

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



© Photo by Scott Slocum

**Col. Jason Somes in our Mitsubishi A6M3 Zero – flying “cover” for the CAF’s Boeing B-29 FIFI on the way from Palm Springs to Camarillo – March 18, 2013**

**Wing Staff Meeting, Saturday, September 21, 2013 at 9:30 a.m. at the CAF Museum Hangar, 455 Aviation Drive, Camarillo Airport**

**Our CAF Mission: To Honor American Military Aviation Through Flight, Exhibition and Remembrance.**

# September 2013

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

<b>STAFF AND APPOINTED POSITIONS</b>	<b>IN THIS ISSUE</b>
Wing Leader * Steve Barber (805) 302-8517 <a href="mailto:f8f2cat@gmail.com">f8f2cat@gmail.com</a>	Wing Calendar . . . . . 2
Executive Officer * Ron Missildine (805) 404-1837 <a href="mailto:missing@pacbell.net">missing@pacbell.net</a>	Staff and Appointed Positions. . . . . 2
Adjutant * Norm Swagler (805) 482-6994 <a href="mailto:nrwagler@live.com">nrwagler@live.com</a>	Dean Browne: In Memoriam . . . . . 3
Finance Officer * Craig Bennett (818) 425-9474 <a href="mailto:cwbennett@yahoo.com">cwbennett@yahoo.com</a>	Remembering Dean Browne . . . . . 3
Operations Officer * Jason Somes (818) 292-4646 <a href="mailto:nbnh@aol.com">nbnh@aol.com</a>	Wing Staff Elect. Notice . . . . . 4
Maintenance Officer * Ken Gottschall (818) 439-5885 <a href="mailto:kgts@netzero.com">kgts@netzero.com</a>	Flying in "FIFI" . . . . . 5
Safety Officer * Alan Gaynor (310)433-3307 <a href="mailto:agaynor290@gmail.com">agaynor290@gmail.com</a>	CAF Headquarters Move Update . . . . . 6
Museum Manager Vacant	Doug Matthews's Corsair . . . . . 8
Deputy Finance Officer Casey de Bree (805) 205-0494 <a href="mailto:scdebree@aol.com">scdebree@aol.com</a>	"Planes" Director Visits Wing . . . . . 10
Gift Shop Manager Janet Rizzoli (805) 522-7067 <a href="mailto:janet@cafsocal.com">janet@cafsocal.com</a>	B-17 Pilot Visitor . . . . . 10
Public Info Officer Pat Brown (805) 479-2221 <a href="mailto:pio.cafsocal@gmail.com">pio.cafsocal@gmail.com</a>	PBJ "Semper Fi" progress . . . . . 11
Hangar Event Mgr La Tanya Barber (805) 302-8136 <a href="mailto:barber.latanya@gmail.com">barber.latanya@gmail.com</a>	Red Barron's Woes . . . . . 12
Chief Docent (Vacant)	Wing Sick Bay . . . . . 13
Friends Coordinator Ceci Stratford (805) 630-3696 <a href="mailto:cecipilot@sbcglobal.net">cecipilot@sbcglobal.net</a>	Rosie Gottschall Offer . . . . . 13
Air Show Officer Jason Somes (818) 292-4646 <a href="mailto:nbnh@aol.com">nbnh@aol.com</a>	John Woolley and Sharon Dwyer Wed . . 13
Air Show Coordinator (Vacant)	Les Bedding New Address . . . . . 13
Facility Officer Al Kepler (818) 352-4318 <a href="mailto:kepler53@yahoo.com">kepler53@yahoo.com</a>	Wing Air Show Schedule . . . . . 13
Personnel Officer Shirley Murphy (805) 504-6744 <a href="mailto:sdmurphy@verizon.net">sdmurphy@verizon.net</a>	Thanks From Wing Leader . . . . . 13
Historian Ron Fleishman (805) 384-4426 <a href="mailto:oldplanec46@aol.com">oldplanec46@aol.com</a>	August 2013 Friends Newsletter . . . . . 14
Training Officer Joe Peppito (805) 498-4187 <a href="mailto:jocafpeppo@msn.com">jocafpeppo@msn.com</a>	Wing Advertisements Page . . . . . 18
Collections Manager (Vacant)	
Grant Writer Daniel Calderon (530) 864-3174 <a href="mailto:socaldan1955@yahoo.com">socaldan1955@yahoo.com</a>	
Newsletter Editor Dave Flood <a href="mailto:macantuile@yahoo.com">macantuile@yahoo.com</a>	
Newsletter Production Casey de Bree (805) 205-0494 <a href="mailto:scdebree@aol.com">scdebree@aol.com</a>	
Webmaster Ken Gottschall (818) 439-5885 <a href="mailto:kgts@netzero.com">kgts@netzero.com</a>	
Librarian Jim Hinkelman (805) 581-5520 (no e-mail)	
Displays/Artifacts Mgr. Charlie Carr (415) 812-3317 <a href="mailto:charlescorycarrjr@yahoo.com">charlescorycarrjr@yahoo.com</a>	
HANGAR PHONE (805) 482-0064	
HANGAR FAX (805) 482-0348	
WEBSITE <a href="http://www.cafsocal.com">www.cafsocal.com</a>	
* Denotes Staff Position	
	<b>Submittal Deadline - 15th of the month</b>
	Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501

## Dean B. Browne: In Memoriam



**Dean B. Browne**

Dean was born on the high plains of Colorado during the early Depression; and grew up under his loving parents' strong nurturing, who themselves were products of sturdy ancestors of earliest pioneering stock in this nation.

Eager to fight to defeat Hitler during World War II, Dean attempted to enter the U.S. Military by fibbing about his age and birth year, to no avail; but as soon as he legally could, he enlisted in the U.S. Navy in 1947 and shipped off to Naval Training Center in San Diego, California.

He trained prodigiously in machinery repair and thoroughly enjoyed life in the Navy and his work aboard ships. As the United States entered the Korean War, his ship was assigned to war-zone waters to help repair machinery and equipment aboard other ships.

Dean earned status as a U.S. Veteran of Foreign Wars, before his Honorable Discharge in 1952. Dean stayed in San Diego, where he soon joined the San Diego Sheriff's Department as a Deputy patrolling bedroom communities, unsettled wilds, and mountains of East County.

Dean had many exciting and interesting assignments on the Sheriff's Department over his 25-year career; and served in varying capacities: Special Enforcement Detail, Investigations, and Arson/Bomb Unit (last nine years of his career).

Having achieved substantial expertise during his law-enforcement career, Dean launched a successful business

as Fire-Cause & Origin Consultant & Investigator for insurance companies and attorneys for 20 years, before retiring to Camarillo, California in late 1999.

Dean's acumen and passion carried him forward in retirement with the Commemorative Air Force - Southern California Wing at Camarillo Airport in Ventura County, where he spent many days as a Crew Chief on the F8F Bearcat, an aircraft he loved. Over the next seven years, he served two terms as the Wing's Executive Officer..

Dean and his wife Joan then moved to the High Desert of the Reno/Sparks area, closer to their youngest daughter and her new family-- where Dean lived out the last years of his life. He and Joan were principals in forming a new Commemorative Air Force unit in the Reno area—the High Sierra Squadron--at Stead Airport (home of Reno Air Races); and served on its Board for four years.

Failing in mobility and sight due to progressive diseases, Dean and Joan lessened their activities; and focused on their remaining time together and on slowing advancement of his failing health. Dean lost his long battle with Parkinson's disease on July 21, 2013, surrounded by his loving wife and family.

Dean B. Browne will be interred with military honors at Fort Rosecrans National Cemetery, San Diego, California, on Friday, August 23, 2013 at 1 p.m., including a World War II warbird missing-man flyover.

A Celebration of Life & Memorial Wake will be held thereafter at the hangar of Air Group One of the Commemorative Air Force at Gillespie Field. A local Celebration of Life will also be held in the family home in the Reno/Sparks area in mid-September, details to follow.

Dean was predeceased by his parents Virgil and Betty Browne, by son Craig, and by a host of his ancestors, on whose hardy pioneering shoulders he stood. Dean leaves his wife of twenty-eight years, Joan B. Browne; his children Bruce, Janice, Denny, and Angie; nine grandchildren, and five great-grandchildren.

In lieu of flowers, the family invites donations to St. Mary's Hospice, 429 Elm St., Reno, NV 89503 or Southern California Wing, Commemorative Air Force, 455 Aviation Drive, Camarillo, CA 93010.

---

## Remembering Dean Browne

Many years ago, while I was putting the finishing touches on one of the Bearcat's Annual Inspection's, I heard someone say "that's a beautiful airplane." I looked up to see a tall smiling man peering into the hangar.

I didn't realize it then, but that was the start of a great friendship.

**Remembering Dean Browne, cont'd.....**

Dean returned a couple of days later -ready to work. And work he did. Willing to learn about Bearcats, he was carrying his weight in no time.

In his mind, one of his most important jobs was seeing no harm befall the Bear. Woe onto those who were caught (by Dean) leaning on the Bear's fabric covered elevators.

The time Dean and I spent "keeping the Bear flying" and the friendship Mary and I shared with Dean and Joan are precious memories.

**Ken Kramer**

+++++

It was a little over 10 years ago when I joined the wing that I met Dean. In those days I would make the two hour drive from Bakersfield and pull into the lot between 7 and 8:00 AM. I didn't have a key back then but I soon learned that Dean was the first to arrive and usually was there well before my arrival. The two of us spent many mornings opening hangar doors, making coffee and hangar flying. Dean took the time to introduce me to other members and make me feel at home. It's not always easy being a "new guy" and Dean new that. Dean had a wonderful easy going down home friendliness that made you feel comfortable. Dean took me under his wing until I found my place on the PBJ crew.

**Dan Newcomb**

+++++

My memories of Dean and Joan Browne go back about twelve years or more. Dean and Joan were like ambassadors of our CAF-SoCAWing. They were always together and smiling, and they had a real positive attitude. That "can-do" attitude was always evident. They lived in Camarillo, which may have had something to do with it.

We had a great time with them at air shows. And they were always very helpful wherever we were and needed help. Dean would always be available to be at our hangars if we had an aircraft coming in at an odd time or if we needed some extra help.

I was disappointed when they moved away, and always hoped that they would change their mind and move back to Camarillo.

Dean and Joan made a trip back to see us every once in awhile, and we always enjoyed having them visit.

I was surprised to hear of Dean's passing, since they both appeared to be so healthy. Dean will be missed by all those who knew him. Joan – our hearts are with you.

**Pat Brown**

**All of us at CAF-SoCAWing offer our sincere condolences to Joan and her family. Dean will be missed.**

**Wing Staff Election Notice**

by Dave Flood

This year we will be voting for three Wing Staff positions: Operations Officer, Finance Officer, and Adjutant – to serve during the term from January 1, 2014 to December 31, 2015.

Our Wing Leader, Steve Barber, Sr., has appointed Bill O'Neil to be chairman of the Nominating Committee. The other two members are Steve McCartney and John Knopp.

The election will be held on Saturday, November 16, 2013, and will be by written ballot. A ballot will be printed in the November issue of "Flight Line." That issue will be published early – scheduled for October 15, 2013 – in order to give the membership at least 30 days notice before the voting date.

For descriptions of the duties and responsibilities of each of the three offices to be voted on – please consult our CAF Regulations, which will be posted on the bulletin board opposite the "O Club."

We hope that a number of you will decide to put your name in nomination for one of these offices. We urge you to consider serving in the important capacity of a Wing Staff Officer. We need forward-looking, hard-working members to step up and be willing to make the right decisions our Wing will need so that we can continue to progress in the future – and realize The Dream.

In the October "Flight Line," we hope to have a list of candidates, with bios and photos – for the members to consider. If you are interested in running for one of the positions: Operating Officer, Finance Officer, or Adjutant – please contact Bill O'Neil at [scwairshow@aol.com](mailto:scwairshow@aol.com)





**Col. Gene O'Neal in position during flight of B-29 FIFI**

During past years I have worked with the FIFI ground crews when they were on tour, but I have always wanted to make the flying tour. The opportunity arose this year, so I jumped on it.

There was a lot of preparation and materials needed. I had to study Scanner and APU operation training manuals, and buy specific flight suits and get all the patches sewn on.

Then I had to schedule specific cities on the FIFI tour. I selected Pittsburgh, Akron, Dayton, Cincinnati, Nashville and back to FIFI's home in Addison, Texas.

All my travel expenses were out of my pocket – but, in a few words – WHAT A TRIP! As I had expected from previous air show experience, the days were very long, hot and humid – with lots of hard work. The crews were just great – always rotating pilots and some crew members, but some completed the tour I had selected.

The crowds were always good, and very interesting. Veterans had so many good stories to tell. And families of veterans wanted to see where their fathers or grandfathers were positioned in the plane and learn more about what tasks they performed.

My job on FIFI was to start at the bottom and work upward. I became the money-collector at the gate. Then I learned how to do the "long-line" communicating with the crew; check lists; and clearing the Flight Engineer to pre-oil, rotate through, and then start. That includes securing the long-line, removing the last ladder and making sure FIFI is clear to taxi.

I was able to fly in FIFI, when space was available, to observe and learn the duties of the other crew members. The first is the APU operator position – which includes briefing all the paying riders on safety, dos and don'ts, how to enjoy the flight, and assisting them during the flight. Other duties were to pull and stow the ladder, close the hatches and observe all conditions.

Next was the left scanner position. The left and right gunner blisters are used as scanner positions. The gun sights are removed and stowed under the floor. Specific observation reports are required during the crew check lists – such as: landing gear wet or dry; up or down; flap positions verified; and observing



**Here's Gene at the Left Scanner Position on FIFI**

engines during flight for possible oil leaks or fires. The right scanner is the lead scanner, and has additional duties.

All the crew positions have specific functions in the air and on the ground after landing. Everyone wipes oil leaks after each flight. There is a lot of loading and unloading when arriving and departing each location. When the plane is open for tours, the crew members take turns at different positions, and rotate collecting money at the gate or helping in the PX. Personal laundry is done whenever possible. Breakfast is generally at the hotel; lunch is "on the run;" and dinner is a late stop after closing up and going back to the hotel. After going to four or five cities, it becomes a challenge when you get in front of the elevator at the end of the day – "which floor and what is my room number?"

Before each flight the crew gathers at FIFI's nose. The pilot in command (PIC) briefs the paying passengers on safety, history of the aircraft, and thanks them for their support. Every crew member introduces him/herself and gives a brief history of their Aviation experience and why they are involved with FIFI. Any B-29 veterans are asked to share some story – as are family members.

One day there was a call for all crew members to gather at FIFI for a photo. This was not unusual, as many people want photos with and autographs from the crew. I was caught completely by surprise when the pilots presented me with my B-29 FLIGHT CREW cap. That was a very special day! They are very particular, and only trained personnel are able to wear the FLIGHT CREW cap.

It was a great trip! I had ten flights in B-29 FIFI, and met many really great people. I hope that I can do it again.



**Gene receives his B-29 Flight Crew Cap.**

## CAF Headquarters Move Update And Important Information for Members

### *From the President's Desk:*

By now you have read that the General Staff has revealed the eight final cities for the new National CAF Airbase/CAF Headquarters. They are (in alphabetical order by airport):

Alliance Airport, Ft. Worth, Texas  
Collin County Airport, McKinney, Texas (Dallas

Area)

Dallas Executive Airport, Dallas, Texas  
Ellington Field Airport, Houston, Texas  
Lackland/Kelly Airport, San Antonio, Texas  
New Century Airport, Kansas City/Olathe, Kansas  
North Texas Regional Airport, Sherman/Dennison,

Texas (Dallas Area)

Smyrna/Rutherford County Airport, Smyrna,  
Tennessee (Nashville Area)

Each of these cities, which were revealed July 31, brought something to the table in the initial Request For Information (RFI) process. As you can see, six of the eight are in Texas - which makes sense, given CAF's history and large population of Texas members. However, the two cities outside Texas are also strong contenders.

In this article, my goal is to help spell out, in as plain a language as possible, the reasons for this move, how it will impact the long-range health of the CAF, and what YOU, the Colonels of the CAF, need to do to ensure this long-range strategy is successful. I thought the best way to accomplish this is in a Question and Answer format:

**Q:** Why are we moving Headquarters?

**A:** The rationale to move Headquarters came about after the General Staff decided on the Airbase Strategy as the long-term visionary path for the CAF. The Airbase Strategy was designed to raise the level of national prominence for the CAF by establishing four to six major "aviation attractions" in large cities throughout the country. The General Staff then decided that Headquarters should be located in a major metropolitan area, where the CAF could impact a larger population and provide leadership-by-example to the other CAF Airbases and Units.

**Q:** Couldn't Headquarters stay in Midland?

**A:** Midland has been a great location for the CAF up to this point. We have wonderful facilities and have had tremendous support from the community. However, as the National CAF Headquarters, we need to establish our new National Airbase in a location with a large population to better accomplish the CAF's Mission: "Education such that generations of Americans will value and support the contributions of military aviation in assuring our nation's freedom." The good news is that the Units in the Midland/Odessa area, along with the CAF Airpower Museum, will continue on and strive to become a CAF

Airbase. In addition to continuing to house the CAF Airpower Museum, they will also continue to produce the annual CAF AIRSHO, presented by Western National Bank. Headquarters personnel will work closely to transition the High Sky Wing for the continued management and operation of the Midland facilities to continue to comply with the terms of the lease from the City of Midland. Additionally, Museum Director Autumn Vest will continue to operate the museum in close coordination with the High Sky Wing.

**Q:** What is required to make this move?

**A:** There are two requirements for this move:

1. The approval and support of the CAF membership.
2. A location that fits our needs.

So, let's take these one at a time:

**Membership Approval:** To make this move, as dictated by the CAF Constitution and Bylaws, the General Staff must approve the move of Headquarters by a vote of nine out of 11 members. This decision occurred in April, with a formal vote to amend the Bylaws in July, and both decisions were approved unanimously. Next, three-fourths of the voting CAF members must approve the amendment. Here is the key element: We need everyone to vote! This vote will occur at the annual membership meeting, held at AIRSHO this October. Typically, 300 to 500 members attend this meeting. Members may vote at the meeting or, they may request an absentee ballot if they won't be attending. Please request an absentee ballot now by mailing your request to Keith Lawrence at Headquarters, or by emailing him at [klawrence@cafhq.org](mailto:klawrence@cafhq.org). The reason you need to do this is to guarantee the long-term health of the CAF. (Note: Even if you plan to attend the meeting, it's a good idea to request an Absentee Ballot in case something comes up and your plans to attend change.)

If you think about it, positive news is often met with complacency. You might be reading this and saying, SURE! It makes perfect sense for the CAF Headquarters to establish a new National Airbase in a different location, so, since I agree, I don't need to do anything. WRONG! The CAF needs each of you who agree to cast a positive vote, because, others who might not agree will definitely vote against the amendment. Please ensure that the vocal minority does not outweigh quiet majority - by requesting an Absentee ballot NOW and voting For the amendment when you receive it. (Look for your Ballot to arrive approximately Oct. 21, then mail it to the auditor before the deadline.)

**Appropriate Location:** From the 23 cities that showed interest, the General Staff has selected eight potential sites. These sites all have plusses and minuses relative to one another, but all of them qualify by meeting the CAF's basic requirements, including ease of access for members and visitors, affordable lodging, population, runways, weather and airport suitability. From this point, negotiations will occur to help determine the best fit for the CAF for the long term.

**Q:** So what does this vote do? Are we the members selecting the next Headquarters location?

**A:** With this vote For the amendment, you, the membership, empower the General Staff to select the next Headquarters from the list of eight finalists. This is a one-time empowerment, and for only one of the eight locations listed.

**Q:** Does this mean that in five years, the General Staff can decide to move Headquarters again to another location?

**A:** NO. The language you are being asked to approve is to allow the General Staff to choose the Headquarters location to one of the eight listed locations only. If, for example, the General Staff were to decide to move the Headquarters in the future, it would require three-fourths of the voting membership to approve.

**Q:** Why can't we just vote on the final selection of the city for Headquarters?

**A:** This severely cripples the ability for the General Staff to negotiate the best possible economic incentives for the CAF from the potential locations. Also, cities will not want to invest a lot of time and money pursuing the CAF if they feel that the membership could vote against their city. In order to negotiate in good faith with these locations, the General Staff needs this authority from YOU, the members.

**Q:** Where else will we have CAF Airbases?

**A:** The first is Airbase Arizona. They have been designated as such this spring and are undergoing the transformation in signage and operations required. Most likely, the second location will be Airbase Southern California, and they are raising the funds necessary to complete the facilities to qualify. Houston was mentioned above, and they are working toward building the required facility. Additionally, Midland is also close to becoming an Airbase. Although it lacks the necessary population, our long history in the city and impact allows for a one-time waiver of the population requirement.

**Q:** How does the Airbase Strategy affect our smaller units? Will they be gobbled up or absorbed into these four to six Airbases?

**A:** No. If a unit in the field is operating successfully, it will continue on. If an Airbase is established in your major metropolitan area, then it probably makes sense for the unit in place to become a part of the Airbase. This is exactly what is occurring in Houston. The three units there have decided to band together and establish an Airbase in Houston, even if this is not the location selected for the new National CAF Airbase.

**Q:** Since we are leaving the CAF Airpower Museum in Midland, what will we do for the National CAF Airbase's

Museum?

**A:** We already have more than 30 CAF museums in the 60 locations we operate. Some are larger than others, but all play a significant role in our mission. The beauty of the CAF Airpower Museum is all of the fabulous artifacts we have in the collection - which never get seen! We have many duplicates and unique items that just don't allow for display due to space considerations. Therefore, we could outfit several more full museums with our existing artifacts. The new location will use the term Aviation Attraction, as opposed to museum, as we plan to move toward the cutting edge of education, using artifacts combined with new technology to impact our visitors.

**Q:** How many people will be moving, and how much of the "stuff" will you be taking from Midland?

**A:** All members of the Headquarters Staff have been given the opportunity to move. How many go will be dictated by the location selected and their personal situation. Any members who decide to stay in Midland will be incentivized to stay through the transition to make it as smooth as possible. The CAF Airpower Museum will coordinate with the High Sky Wing and CAF Staff to determine what, if anything would move to the new location.

**If you have questions, please contact headquarters (432) 563-1000 or me directly at [sbrown@cafhq.org](mailto:sbrown@cafhq.org).**

*Let's Keep 'Em Flying!*  
**Steve**



**Steve Brown, CAF President and CEO**

## ***Doug Matthews's Corsair – In Colors of Medal of Honor Hero***



**Col. Doug Matthews**

Doug Matthews, a long-time member of our Wing, has painted his Vought F4U-4B Corsair in the colors of a Navy pilot, Lt. JG Thomas J. Hudner, Jr. Doug flies his Corsair out of Florida to many air shows.



© Warbird Photos

**Doug Matthews's Chance-Vought F4U-4B Corsair, In the colors of Lt. Thomas J. Hudner, Jr., the first American serviceman to receive the Medal of Honor during the Korean War.**

**Thomas J. Hudner, Lieutenant junior grade, U.S. Navy Fighter Squadron 32, USS Leyte**

Thomas Hudner had no particular interest in airplanes when he graduated from the Naval Academy in 1946. He wanted only to serve aboard a ship. But in 1948, after he had been at sea for several months and had worked as a communications officer at Pearl Harbor for a year, he was ready for a new challenge and volunteered for flight training. He was briefly stationed in Lebanon before being assigned to the carrier USS Leyte as an F4U Corsair pilot.

By the fall of 1950, Lieutenant Hudner was flying combat missions in Korea. On December 4, he was one of a flight of six fighters sent out on an armed reconnaissance

mission over North Korea. Hudner was wingman for a Navy flier named Jesse Brown, the son of a Mississippi sharecropper who had attracted a good deal of attention—and some discrimination—as the Navy's first black pilot.



**Lt. JG Jesse Brown, USN – 1<sup>st</sup> Black Navy Pilot**

While strafing enemy positions at a low altitude, Brown's plane was hit by antiaircraft fire. Smoking badly and without power, the aircraft was too low for Brown to bail out or clear the snow-covered mountains. Hudner followed Brown down, calling off a checklist to help prepare him for the crash landing.

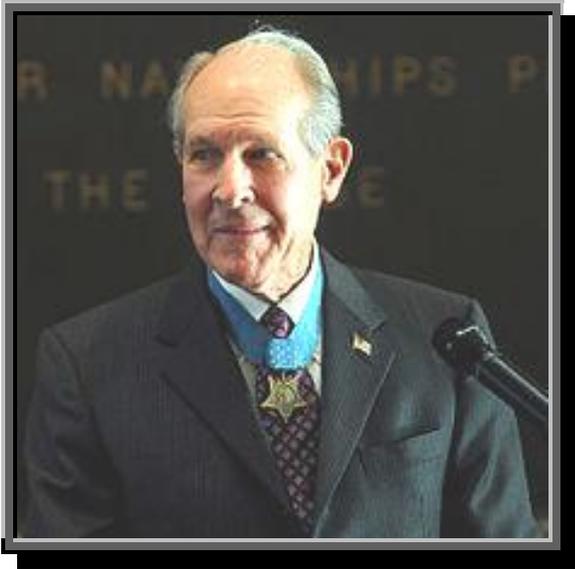
Brown put his plane down in a wheels-up landing in a clearing below. The impact buckled the fuselage at the cockpit, and Hudner was certain that Brown was dead. To his amazement, Brown opened the canopy and waved weakly, but he appeared to be unable to free himself. Knowing that rescue helicopters had a long distance to travel, Hudner decided to help Brown get out of the plane himself. He didn't ask permission from the flight leader because he knew it would be denied.

Hudner radioed, "I'm going in," then dumped his ordnance, dropped his flaps, and landed wheels up, hitting the hilly area hard. He got out and struggled through the snow to get to the downed plane. Hudner saw that Brown's right leg was crushed by the damaged instrument panel, and he was unable to pull him out of the wreckage.

Hudner kept packing snow into the smoking engine and talking to Brown as he drifted in and out of consciousness. When a U.S. helicopter arrived, the pilot worked with Hudner for forty-five minutes trying to get Brown out. They hacked at the plane with an ax, and even considered amputating Brown's trapped leg with a knife. The snow packed on the bottom of their boots prevented them from getting any firm footing on the plane's wing. As nightfall approached, bringing temperatures as low as thirty degrees below zero, it was clear that Brown was dead. Hudner hated to leave the body behind, but the helicopter pilot couldn't fly in the mountainous terrain after dark. Reluctantly, the two men returned to base camp.

The next morning, reconnaissance showed that Brown's body, still in the cockpit, had been stripped of clothing during the night by enemy soldiers. Because of the hostile forces in the area, it was impossible to retrieve it. The following day, the commander of the Leyte ordered four Corsairs to napalm the downed plane so that Brown could have a warrior's funeral.

By February 1951, the Leyte was back in port in the United States. In mid-March, Hudner found out that he was to be the first American serviceman in the Korean War to receive the Medal of Honor. Daisy Brown, the widow of Jesse Brown (who had been posthumously awarded the Distinguished Flying Cross), was present when President Harry Truman put the medal around Thomas Hudner's neck on April 13, 1951.



**Thomas J. Hudner, Jr.**  
**USNA, 1946 / Medal of Honor, 1951**



**President Harry Truman presents the Medal of Honor to Thomas J. Hudner, April 13, 1951.**

### **Follow-Up To The Story...**

More than 60 years later, at the age of 88, Thomas J. Hudner went back to North Korea to see if he could locate the site of the crash that took his wingman's life.

On Saturday, July 20, 2013, Medal of Honor winner Thomas J. Hudner, now a retired Navy captain, headed to Pyongyang with hopes of traveling in the next week to the region known in North Korea as the Jangjin Reservoir, accompanied by soldiers from the Korean Peoples Army, to the spot where Hudner's wingman, Lt. Jesse Brown, the first Navy black pilot, had died in December, 1950.

The reservoir was the site of one of the Korean War's deadliest battles for Americans, who knew the place by its Japanese name – Chosin. The snowy mountain region was nicknamed the "Frozen Chosin," and survivors are known in U.S. history books as the "Chosin Few."

Hudner's mission was to pick up where search teams had left off – by locating the exact spot of Brown's crash. Armed with maps and coordinates, they hope to work with the North Korean soldiers to excavate the remote area, a sealed site controlled by the North Korean military.

Approval for this unusual journey came as North Korea prepares for festivities marking the upcoming armistice anniversary. Hudner did not plan to stay for the massive military parade, but said that he hopes his visit will help to foster peace and reconciliation on the tense Korean peninsula.

Hudner and Brown had been members of Fighter Squadron 32, dispatched from the USS Leyte to the region deep in North Korea's forbiddingly mountainous interior to support the trapped Marines who had been boxed in by the 100,000 Chinese troops who had slipped into Korea over the Yalu River.

Fighter Squadron 32 was a close-knit squadron, but Hudner and Brown, both in their 20s, came from very different backgrounds. Hudner, of Fall River, MA had been educated at a prep school and had been invited to attend Harvard. Brown, of Hattiesburg, MS, the son of a share-cropper, had broken the Navy's color barrier for pilots in 1948. It wasn't an easy role for Brown, Hudner recalled, "People who didn't know him gave him a hard time just because he was black." But those who got to know Brown got to respect the serious, unfailingly considerate young man who impressed his peers with his dedication to flying and his gentle sense of humor.



## “Planes” Director Visits SoCAWing

With thanks to *The Ventura County Star*  
Jeffrey Dransfeldt & David Yamamoto



© Photo by David Yamamoto, VC Star

Klay Hall, the director of the Disney animated film “Planes,” visited our Aviation Museum on August 10, 2013. The *Ventura County Star* photographer, David Yamamoto, took many photos of Hall as he posed with some of our planes.

Hall, who always has had a love of airplanes and flying, has spent four-and-a-half years planning, researching, and making the animated film, “Planes,” which was released in theaters on the 11<sup>th</sup>.



Dusty is a crop-duster who yearns to be a high-flying racing plane.



John Cleese provides the voice for “Bulldog”

## Our WWII B-17 Pilot Visitor



© Photo by Dave Flood

**We owe an apology to Richard Thackston, who we misidentified in our August issue.**

Richard Thackston, a WWII veteran B-17 pilot, has recently made several trips to our Aviation Museum – to sit and talk with Docents about his experiences in WWII.

Richard was trained as a pilot by the Army Air Corps at several locations, including 29 Palms, CA and Marfa, TX – where he flew BT-13s, Stearmans, and Cessna AT-17s (twin engines).



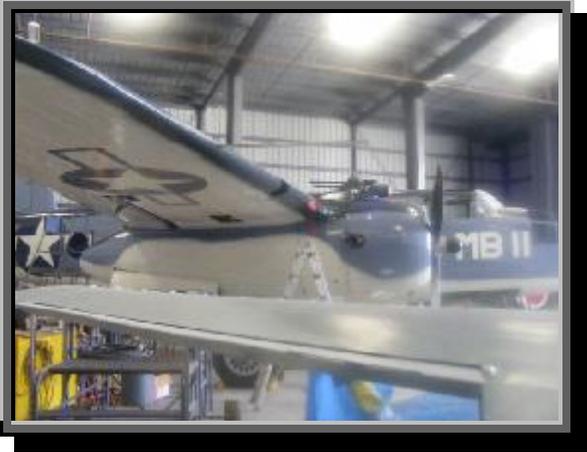
**Richard Thackston as a young B-17 pilot.**

Richard was shipped to the European Theater on the Queen Mary. His outfit, Bomber Group 351, Squadron 508, was based at Polebrook, England.

He flew sixteen missions on B-17s as a pilot, and seven missions as a co-pilot. Included in the list of cities bombed by his squadron were Cologne (Koln) and Dresden.

When Richard isn't visiting his daughter in Agoura Hills, he lives in Naples, Florida.

## PBJ-1J “Semper Fi”: Work In Progress



© Photo by Dave Flood

New markings by Charlie Carr under the PBJ’s wing.



© Photo by John Cutright

The PBJ Restoration Team is lining up the new prop with the right restored engine – using the forklift.



© Photo by John Cutright

The crew adjusting the prop on the engine shaft. “Semper Fi” looked mighty nice at the “Wings Over Camarillo” Air Show!



© Photo by John Cutright

“Let’s see...the big hand is at six...”



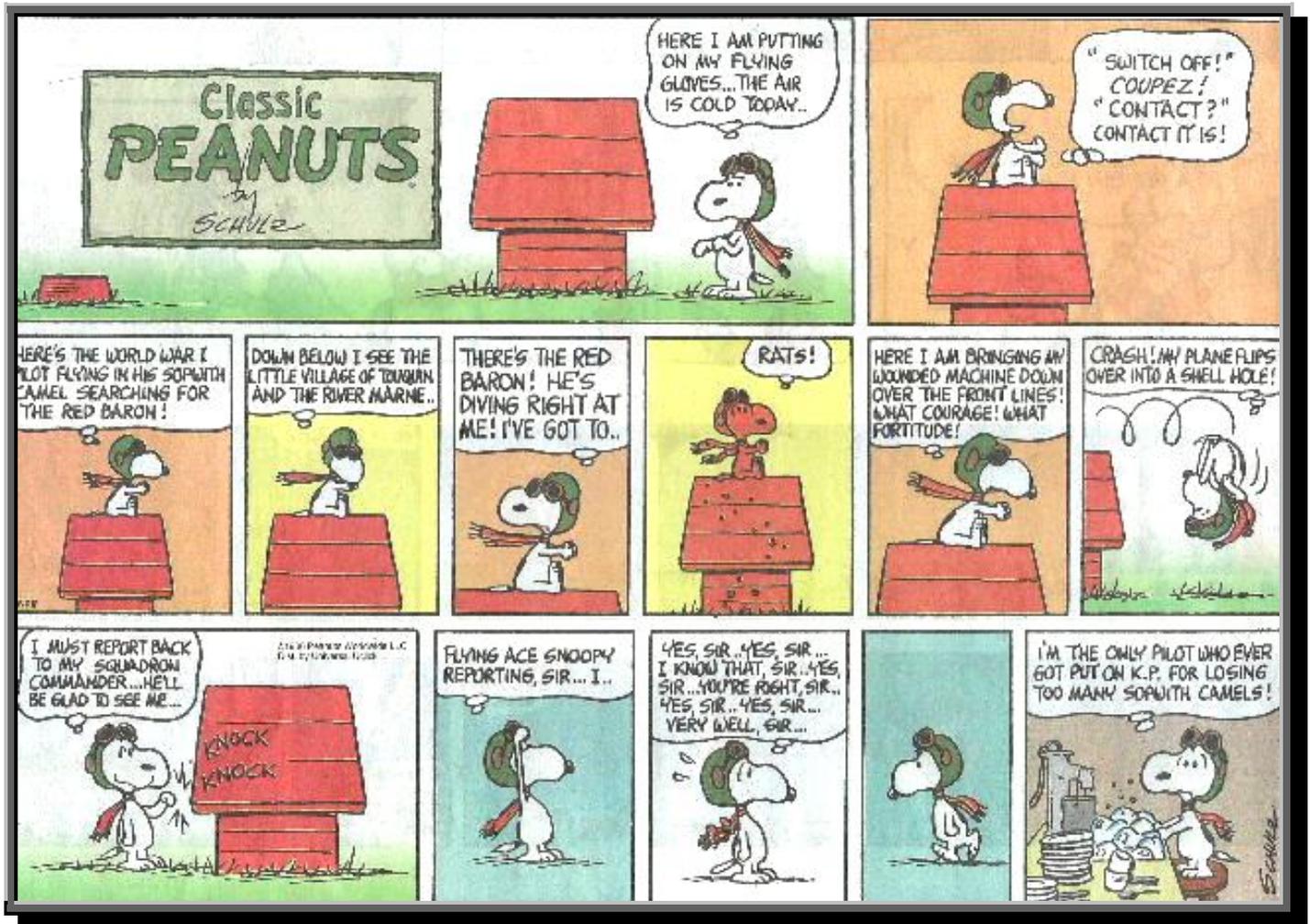
© Photo by John Cutright

After the renovated turret has been lifted into place atop the fuselage, the crew secures it .



© Photo by John Cutright

The finished top turret finally in place. Thanks to Paul Gnitke for doing the turret renovation.



© Photo by Dave Flood

Bill and Betty Morgan, of Tockington, England. They are on the board of an aviation museum in Bristol. They were very interested in our Spitfire Mk XIV, of course, and said that they did not have a Spitfire at their Bristol museum.



© Photo by Ron Fleishman

The Red Baron in his Fokker Triplane has the B-29 Superfortress "FIFI" in his sights. This "Time Warp" encounter occurred in our Aviation Museum hangar, and the Red Baron lost again.

## Wing Sick Bay

We heard the following from Russell Drosendahl:

Chuck McCammon has had several strokes, and a number of falls, and is currently with his son in Corona. You can reach him at: 2005 Kellog Ave., Corona, CA 92879.

Russell advises us that he has had a heart attack (Aug. 9), and was in St. Johns Medical Center from August 12 to 15, receiving a pace-maker during his visit. He is currently home and "will be out of circulation for a few weeks." Russ informs that the doctors have guaranteed him ten more years. He says "hi" to all at CAF-SoCAWing. Send him a card at: 23811 Crosson Drive, Woodland Hills, CA 91367-4072 – or e-mail him at: [redcaf@aol.com](mailto:redcaf@aol.com).

---

## Offer From Rosie Gottschall

Rosie Gottschall, Ken's wife, is offering to donate \$500 to our Wing for each real estate referral from a Wing member that results in a final closing.

Rosie and her partner, Denise Donati, are realtors doing business under the name of *Donati and Gottschall*. They are affiliated with Prudential California Realty and Fine Homes International.

Contact Rosie if you or someone you know is planning to buy or sell a home. You may help our Wing earn a nice donation from Rosie. Her 'phone number is: 805-804-7527 and her e-mail address is:

[rosiesellshomes400@gmail.com](mailto:rosiesellshomes400@gmail.com)

---

## John Woolley & Sharon Dwyer Wed

Members John Woolley and Sharon Dwyer were married on June 21, 2013. John is a past Aviation Museum Director and Wing Executive Officer.

We all wish John and Sharon many happy years together!

---

## Les Bedding's New Address

Les has moved to a new address. You can send him messages at: Belmont Village – Room 416  
3680 N. Moorpark Road  
Thousand Oaks, CA 91360

He would really like to hear from you! Thanks.

---

## Wing Air Show Schedule: 2013

Sept 11-15 Reno, NV Air Races F6F, F8F-Legacy Flight

## "Thanks" From The Wing Leader

Your Wing had a very successful air show on August 17 & 18, 2013 ! None of which would have been possible without the hard work of our members.

The list is long, and my memory is short – but let me touch on a few who really stood out.

Janet Rizzoli and her mother working the PX; Andrew Carlson running our Ride Booth and selling Mustang tickets; John Knopp keeping the Aviation Museum staff organized and supplied. Craig Bennett and Jessica Bauman running beer sales and doing a great job.

Jennifer and Jessica Bauman selling P-51 ride tickets; Chris Liguori, Shari Heitkotter, Steve Barber, Jr., and Alan Gaynor keeping the flying aircraft where they needed to be and when; Jim Hinkelman and crew doing whatever needed to get done.

Lloyd McAfee building a new tow-bar for the Paris jet – on demand. Unbelievable!

So many of our steadfast members working so hard – it makes us all very proud to be members of this wonderful organization and to realize that anything is possible !

Thank you one and all for your outstanding efforts !

Steve Barber, Sr.  
Wing Leader



© Photo by Dave Flood

**Jessica Bauman (in the lime shirt) selling a ride ticket to an interested air show attendee on August 17. Jessica and her sister Jennifer, and many other members who manned the Ride Booth, the PX, the Beer Garden, the C-46 China Doll, plus those members who showed off our beautiful PBJ, plus the ramp workers, the pilots, the plane crews, the museum workers, and the air show team deserve kudos!**



# Friends of the Museum Newsletter



Commemorative Air Force

455 Aviation Drive, Camarillo, CA 93010

Volume 7, Number 3

(805) 482-0064

<http://www.cafsocal.com>

August, 2013



© Photo by Avery Willis

## The Bauman Family – Greg, Jennifer and Jessica

Dear Friends of the Museum,

You'll really enjoy this issue's article about the Bauman family. We would love to have more young people like the girls and talented mechanics like their dad. Please bring your friends and young people to see us and participate in our programs. We're getting ready to start a new educational program in our newly restored trailer, just set up for that purpose. More about it in a later issue.

Be sure to come to the Wings Over Camarillo Air Show August 17 and 18. There will be lots of airplanes, booths, food, entertainment. This one is my favorite air show around! The CAF will have a beer garden during the day, and a dinner/dance Saturday evening, with a local country band. Go online to get more information and tickets at [www.cafsocal.com](http://www.cafsocal.com).

Ceci Stratford  
CAF So Cal Wing  
Friends of the Museum Coordinator

## The Bauman Family

by Avery Willis

The Bauman Family's love affair with aviation started in the small town of McMinville, Oregon in 2008. Greg and Jennifer were on a road trip to Washington state, and decided to stop at the Evergreen Aircraft Museum to stretch their legs and get some entertainment to break up the 18-hour car trip. The B-17 and the veterans with their stories captured Jenn's interest, and from that point on she couldn't read or hear or watch enough about aviation.

When they got home from the trip, and Jenn still hadn't stopped talking about the airplanes, Greg had the idea to take her to the Commemorative Air Force Aviation Museum in Camarillo. On the tour, the docent, seeing what he assumed to be a teenage girl only at the museum for extra credit, kept asking Jennifer what he needed to sign to prove she had been there for school credit. She insisted that she was at the museum because she loved airplanes and was very interested in WWII history.

The docent then told her about the CAF's Cadet Program, identifying a youngster who had a real passion for aviation. Greg signed Jenn up, and she showed up in an old t-shirt and ratty jeans one weekend in the spring of 2009, ready to work on airplanes. The Spitfire crew immediately adopted her, and had her working on the airplane on her first day at the Maintenance Hangar.

When Greg picked her up, he was shocked and almost disbelieving at the fact that his 13-year-old daughter had been putting coolant tubes on a Spitfire. He decided that if she stuck with it for a couple of months, he would join as well. And she did, so the Southern California Wing gained a valuable member in Greg Bauman, who had 25 years of auto-body and fender repair experience, and who proved his worth when he successfully completed his first job of straightening the Spitfire nose cone. Jessica Bauman, who had also inherited a love of mechanical things from her father, saw how much fun Jenn and Greg were having, so she signed up as well.



© Photo by Dave Flood

**Jennifer in our Spitfire Mk XIV. She'll have her private pilot's license soon, along with her dad and sister.**

Though Greg is far more experienced and skilled than his daughters, the CAF has still been a learning experience for him. I asked him about working with all the guys in the maintenance hangar and his reply was: "I thought I knew a lot, but these guys are fantastic." In fact, Greg does know a lot. Steve Barber's comment about Greg was, "I love that guy, he can do anything!"

The Bauman family accompanied the Spitfire crew on their trip to England for the 75<sup>th</sup> anniversary of the Battle of Britain in 2010. There they experienced everything from an authentic Sunday pub brunch to seeing 16 Spitfires fly at once in the Duxford Airshow.

After two years of hanging around airplanes, it seemed a natural progression that the family would learn to fly. Greg bought a gorgeous 1947 Stinson 108 that he and the girls could fly. Alan Gaynor began their training, teaching them the essentials and making sure that they could take off without careening into the weeds at the side of runway 26. Frank Gamble, introduced to the family by John Syrdahl of the PBJ crew, took over in the summer of 2012, and brought Jess and Jenn to the point of training right before their check rides. Greg will continue his training as well in the coming months. Both girls hope to have their certificates very soon.

The Bauman girls love vehicles with personality. Before she turned 16, Jessica pestered Greg constantly for a classic car. He agreed to buy her one and make it run, but she had to pay for any other modifications to the car. She modified her 1967 Ford Mustang straight six with three carburetors and other after-market high-performance parts, so it can now run with V8s of the same vintage. Jenn had always loved European cars, and settled on a Volvo PV544, after her father said "no" to Italian, French, and British cars because of their notorious unreliability. Her car was not operating, and needed a lot of work, but came with a moving van full of parts. Jenn and Greg used the spare parts to restore the car, and Jenn sold the rest on eBay for money towards the restoration. If you see a very distinctive red Volvo in the parking lot, that's her car.



© Photo by Avery Willis

**Jennifer's "baby" – a Volvo PV544. Note that Jenn parks it far away from the "madding throng."**

Jessica is age 24 and just bought a Skeen Skybolt biplane. Jenn just turned 18 and will be heading off to Cal Poly in the Fall to study aerospace engineering.



© Photo by Avery Willis

**Here's Jessica with her really beautiful Skeen "Skybolt" biplane. She's looking forward to taking it up soon.**

I asked the girls what the CAF needs to do to attract more young people like themselves to our Wing's Aviation Museum. Jessica suggested that the museum obtain more ride aircraft, including ones that can provide lower-cost rides or rides for two passengers at once. Jenn said that she will tell her fellow students at Cal Poly all about the museum and the wonderful things it has done for her. Jenn also often writes about the museum on her aviation blog and links it to our website, in the hopes of attracting other aviation enthusiasts to our Aviation Museum.

Our CAF-SoCAWing is definitely honored and privileged to have the Bauman Family – Greg, Jessica and Jennifer – as members. They have become great role models for all members through their hard work and perseverance in many aspects of our Wing's activities. Thanks, Baumans, for being such great members of our Wing!



© Photo by Avery Willis

**Jenn and Jess in our new Aircoupe two-seater**



©Photo by Avery Willis

**The Bauman's 1947 Stinson 108**



© Photo by Avery Willis

**Greg Bauman with the CAF's newly-acquired Aircoupe. Greg will be its Crew Chief.**



© Photo by Avery Willis

**Jennifer doing tug work with Alan Gaynor**

## COMMEMORATIVE AIR FORCE SOUTHERN CALIFORNIA WING

### World War II Aviation Museum

455 Aviation Drive Camarillo CA 93010 (805) 482-0064

The CAF So Cal Wing is looking to increase support for our Wing's Museum from the public. The Wing has created a financial donation opportunity by establishing a "Friends of the Museum" program. (Note, this is not a membership program. Rather, it is a fund-raising program.)

The Museum operates on the support of members, events, and donations. The "Friends" annual donation entitles them to unlimited admission to the Museum, discounts at our gift shop, a "Friends Newsletter", and special levels of benefits. At each level, donors have the satisfaction of knowing that their gift helps enrich our educational programs, expand our exhibits, and maintain our airplanes.

If you or someone you know is interested in supporting our mission of preserving aviation history of World War II and beyond, complete this application and send it to the CAF at the address above. (Feel free to make a photocopy of the application).

### COMMEMORATIVE AIR FORCE – SO CAL WING WORLD WAR II AVIATION MUSEUM



#### FRIENDS OF THE MUSEUM APPLICATION

Print Name(s) \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_

Phone (    ) \_\_\_\_\_ Cell (    ) \_\_\_\_\_

Email \_\_\_\_\_

Check here if you are a current CAF Colonel

Form of Payment: Cash  Credit Card  Check   
(Make check payable to "CAF SoCal Wing - Friends of the Museum")

Credit Card # \_\_\_\_\_ Exp. Date \_\_\_\_\_

Signature \_\_\_\_\_

Mail to above address.

**Select Participation Level** (Benefits for each level are listed below)

- Individual \$50
- Family \$75
- Supporter \$250
- Sustaining \$500
- Patron \$1,000
- Benefactor \$5,000

Friends of the Museum donation is valid for 1 year from the month of donation. Your contribution is tax-deductible. (See your Tax advisor for your individual tax situation.)

### *Friends of the Museum Levels and Benefits*

BENEFIT	INDIVIDUAL \$50	FAMILY \$75	SUPPORTER \$250	SUSTAINING \$500	PATRON \$1000	BENEFACTOR \$5000
Unlimited Museum Access	X	X	X	X	X	X
Personalized Friends of the Museum ID Card	X	X	X	X	X	X
"Friends Newsletter"	X	X	X	X	X	X
Gift Shop Discount 10%	X	X	X	X	X	X
Wing Patch			X	X	X	X
Drawing for Ride in SNJ				X	X	
Framed Certificate					X	X
Ride in SNJ and Photo						X
Name on Plaque in Museum						X

# Wing Advertisements Page

**ROBERT P. BLAIR**  
BROKER OWNER  
*"Named Best Real Estate Salesperson  
in Ventura County by Buyers and Sellers"*  
24 Hour Bus. Line: (805) 658-0364  
Property Hotline: (800) 264-2544

**BLAIR HOUSE**  
Real Estate & Financial Services  
6207 Clara St., Suite 301  
Ventura, CA 93003-6724  
Each office is independently owned and operated.

**Robert P. Blair, Real Estate Broker**  
Robert Blair's Current 'Phone No is 805-407-3366



© Photo by Dan Newcomb  
Col. Mike Hohls getting a check ride in the Fairchild PT-19A.



© Photo by Avery Willis  
A surprise visit by a busload of 60 special-needs kids and accompanying adults turned into a rewarding experience when Avery Willis and Charlie Carr delighted them all with a special tour of our Aviation Museum. Avery & Charlie remarked on how enthusiastic and well-behaved the children were.

**Jim and Katie Hinckley**

Oakmont in Chino Hills  
14837 Peyton Drive  
Chino Hills, CA 91709

Phone: 805 985-3042      Jim's cell · 805 760-0184  
Email: hinkwest@yahoo.com      Katie's cell 805 797-7583

**Jim Hinckley, Lecturer on WWII Great Battles, and Israeli Wars. His 'phone no. is 805-760-0184**

WW1 GREAT BATTLES  
LECTURE SERIES  
*Battle of Britain-Doolittle Raid*  
*Midway-Pearl Harbor*

h-805-985-3042      James Hinckley  
c-805-760-0184      US Army-Navy (ret)

"NEVER AGAIN"  
ISRAEL'S SURVIVAL WARS  
LECTURE SERIES  
SUEZ CANAL- SIX DAY -YOM KIPPUR

h-805-985-3042      James Hinckley  
c-805-760-0184      US Army-Navy (ret)

If you would like to participate in our Advertising Program, please send us your card and a check covering the advertising:

One month = \$15.00  
Twelve months = \$150.00 (savings of \$30.00)

Make your check payable to: CAF – So CA Wing  
Notate it: Advertising – "Flight Line"  
Send to: CAF – SoCAWing  
455 Aviation Drive  
Camarillo, CA 93010

Thank you for helping us to "Keep 'Em Flying!"