

# Flight Line

***The Official Publication of the CAF***

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

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Visit us on line at [www.cafsocal.com](http://www.cafsocal.com) and [www.orgsites.com/ca/caf-socal](http://www.orgsites.com/ca/caf-socal)



© Photo by Dave Flood

Ken Barger takes the first drink from our new museum drinking fountain



© Photo by Russell Drosendahl

**Thirty Chinese students, with four teachers, visited our Aviation Museum all the way from Kunming, China – the eastern destination of the “Over The Hump” airlift during WWII.  
See Page 14 for “Remembering CBI.”**

**Wing Staff Meeting, Saturday, September 11, 2010 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.**

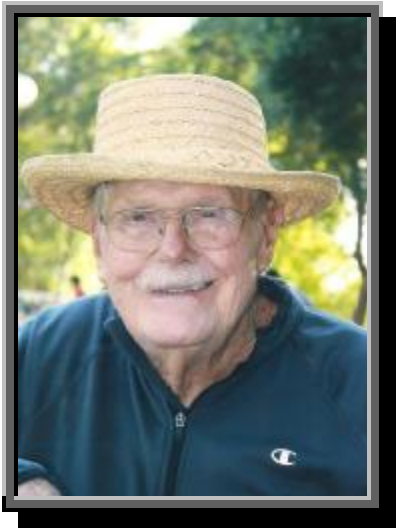
# September 2010

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

STAFF AND APPOINTED POSITIONS				IN THIS ISSUE
Wing Leader	* Shirley Murphy	(805) 482-6406	<a href="mailto:sdmurphy07@verizon.net">sdmurphy07@verizon.net</a>	Wing Calendar . . . . . 2
Executive Officer	* Dick Troy	(805) 624-6971	<a href="mailto:Konvair@aol.com">Konvair@aol.com</a>	Staff and Appointed Positions. . . . . 2
Adjutant	* Terry Cedar	(805) 570-8048	<a href="mailto:tac1966@msn.com">tac1966@msn.com</a>	In Memoriam: Ed Foster . . . . . 3
Finance Officer	* Casey de Bree	(805) 389-9185	<a href="mailto:scdebree@aol.com">scdebree@aol.com</a>	398 <sup>th</sup> Bomb Group, 8 <sup>th</sup> Air Force . . . . . 4
Operations Officer	* Jason Somes	(818) 292-4646	<a href="mailto:nbnh@aol.com">nbnh@aol.com</a>	My Korean War Experience . . . . . 5
Maintenance Officer	* Mike Perrenoud	(805) 857-5580	<a href="mailto:micprnd@aol.com">micprnd@aol.com</a>	Calling All Korean War Vets . . . . . 5
Safety Officer	* Norm Swagler	(805) 482-6994	<a href="mailto:nrswagler@live.com">nrswagler@live.com</a>	Members of the Month . . . . . 5
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Public Info Officer	Pat Brown	(805) 479-2221	(no e-mail)	So Cal Wing Christmas Party . . . . . 5
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HANGAR PHONE (805) 482-0064 HANGAR FAX (805) 482-0348 WEBSITE <a href="http://www.cafsocial.com">www.cafsocial.com</a>				<b>Submittal Deadline - 15th of the month</b> Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501
* Denotes Staff Position				

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## In Memoriam: George “Ed” Foster



© Photo Courtesy of Lorraine Foster

Ed was born in Riverside, CA on July 24, 1919 to Bernice Howe and Charles Milton Foster. He had three siblings. In 1941, he married Lorraine Walker of Los Angeles. In time, they had two children.

Ed's WWII service was spent as an A.A.F. aircrew member – an aerial gunner in B-17 aircraft attached to the 8<sup>th</sup> Air Force, 398<sup>th</sup> Bomb Group, which was assigned to the European Theater of Operations. Their campaigns included missions over the Rhineland and Central Europe.

For 20 years, Ed and Lorraine were avocado ranchers in North County, San Diego. In 1999 they moved to Ventura to be closer to family, and to the ambience of Ventura Harbor.

At this time, Ed joined the Commemorative Air Force, Southern California Wing, located at Camarillo Airport. His Tuesdays and Thursdays were spent doing what he dearly loved in later life- enjoying the camaraderie of fellow airmen and helping to restore vintage WWII airplanes. One of his greatest thrills was learning how to rivet.

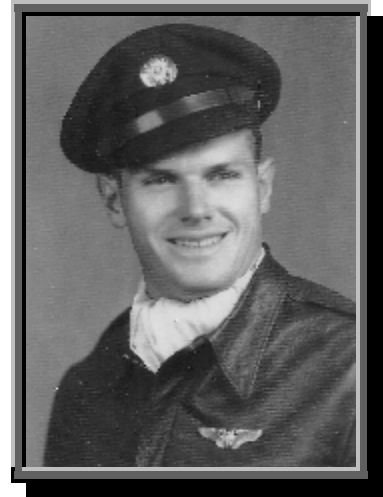
Ed was a happy man, who loved his family and friends unconditionally. He was extremely proud of his military and public service, which consumed over one-third of his life.

He leaves his family to carry on: wife, Lorraine; daughter Lana, son Gary (wife Aileen); four grandsons; four great-grandchildren; many nieces and nephews and children.

A Memorial Service for Ed was conducted at the CAF – SoCAWing's Museum Hangar on August 5, 2010, with an Air Force honor guard and a CAF “missing man” flyover by the F6F Hellcat, F8F Bearcat, P-51 Mustang and A6M3 Zero.

All of us at the Southern California Wing send our condolences to Lorraine, Lana and the Foster family. May he rest in peace.

## 398<sup>th</sup> Bomb Group, 8<sup>th</sup> Air Force



© Photo Courtesy of Lorraine Foster  
**George “Ed” Foster – USAAC  
398<sup>th</sup> Bomb Group, 8<sup>th</sup> Air Force**

Constituted as 398th Bombardment Group [Heavy] on 15 Feb 1943. Activated on 1 Mar 1943. Prepared for combat with B-17's, but interrupted these activities from Jul to Dec 1943 to train replacement crews for other organizations.

Moved to England in Apr 1944 and assigned to Eighth AF. Entered combat in May 1944, and until V-E Day operated primarily against strategic objectives in Germany, attacking targets such as factories in Berlin, warehouses in Munich, marshalling yards in Saarbrücken, shipping facilities in Kiel, oil refineries in Merseburg, and aircraft plants in Munster.

Temporarily suspended strategic missions to attack coastal defenses and enemy troops on the Cherbourg peninsula during the Normandy invasion in Jun 1944; strike gun positions near Eindhoven in support of the air attack on Holland in Sep 1944; raid power stations, railroads, and bridges during the Battle of the Bulge, Dec 1944-Jan 1945; and attack airfields to aid the Allied assault across the Rhine in Mar 1945.

[Flew last combat mission, attacking an airfield in Pilsen, Czechoslovakia, on 25 Apr 1945. \(See pg. 6 and ponder\).](#)



**Painting of a 398<sup>th</sup> Bomb Group crew ready to go on their next bombing mission over Germany.**

## My Korean War Experience by Donald J. Katz

My service during the Korean War was quite unusual. It actually began while I was attending the University of Illinois at Champagne. At the beginning of my junior year, the Dean of Engineering told me I had to complete three semesters of ROTC training in order to receive a degree.

I did not make a good ROTC student, and quickly found out that if I joined the Illinois State National Guard, I would fulfill my military obligation in regards to ROTC. I became a BAR rifleman in the 33<sup>rd</sup> Division, Illinois National Guard.

After receiving my degree in aeronautical engineering from UI, I got a job with a plastics company in Chicago. In the meantime, conflict had broken out on the Korean peninsula. I did not pay much attention to the war, except to note that we were getting pretty well beat up early in the fighting. The war received my complete attention when I received a letter from my draft board, asking me to visit them to get my records up to date. I knew what they wanted, so I made a quick trip to O'Hare Airport (not the major airport in Chicago at that time). O'Hare was the home of a Reserve Troop Carrier Wing stationed there. I spoke to a colonel about joining the Air Force Reserve. He told me that I had to have previous military experience to join. As I turned to leave, I mentioned that I only had been in the National Guard. He gently turned me around, looked at me, and said, "That's previous military experience!"

After picking myself up off the floor, and having my temperature taken, I became a member of a troop carrier wing which used as its aircraft the Curtiss C-46 Commando. I had soloed in two types of Piper aircraft, but this was the first time in the cockpit of a large, twin-engine aircraft. I had guessed that the troop carrier wing would be called up to active duty and go to Korea.

Lockheed Aircraft was interviewing for engineers in Chicago, and I was hired, got married, and left for California – all on the same day – December 17, 1950. Incidentally, this was the same date forty-eight years previously that the Wright brothers made their first flight at Kitty Hawk, North Carolina.

After only a short time with Lockheed, the Air Force notified me to report to Norton Air Force Base in San Bernardino, CA to determine my status as a reservist. The Lockheed human relations people prepared a letter for me to present to the Air Force – essentially stating that if I were called to active duty, the U.S. would lose the Korean War. I went to Norton and was interviewed by a major, who looked over the letter carefully and then stated, "We know where you are more valuable." I knew right then that I was to become a member of the United States Air Force.

I was called up to active duty on June 6, 1951, and reported to Norton Air Force Base, waiting for the basic training class to begin. Basic was scheduled to begin about three weeks after I reported. I had to be given an Air Force Security Clearance to match my education and

training. I was assigned an AFSC as a Rocket Propulsion Specialist. Unfortunately, the only unit in which Norton could accommodate additional personnel was the communications squadron. Each airman who went through basic training was called into the orderly room and asked to turn in their class A pass prior to starting basic. I had always been told never to volunteer, and they never asked me to turn in my class A pass, so I was the only one to keep his class A pass.

Upon completion of basic training, I was assigned to remove oil coolers, gas tanks, and one other item from C-45 aircraft (twin Beeches). My tools consisted of a hemmer, chisel and hacksaw. Someone in the headquarters building noticed that I had a degree in aeronautical engineering. I was summoned to see a major, who asked me if I would be willing to design the jigs and fixtures for the North American B-45 modification. My assignment to the headquarters building included a draftsman to draw up the concepts I had developed for the modification. Most of the modifications were being performed in the bomb bay, and I had to climb around in some tight places to obtain the dimensions I needed.



**North American B-45 "Tornado" Bomber**

*Note: Coincidentally, the very B-45s that Don Katz was drawing up plans to modify were the same bombers assigned to Sculthorpe, England, where they became our first line of nuclear defense against the Russians. They carried atomic bombs (which were the reason for the modifications to the bomb bays) and were fitted with extra gas tanks which enabled them to reach the heart of the Soviet Union. The commander of the B-45 squadron was Col. David "Davey" Jones, who had also been pilot of the Doolittle Raid B-25 No. 5, and the boss of our beloved Wing member, the late Charlie Valentine, who flew C-119s in support of the B-45 squadron. Charlie met his wife Annie in Sculthorpe, and they spent many wonderful years together. The world gets smaller all the time!*

I was then assigned to Wright-Patterson Air Force Base, where my first assignment was to assist in solving the problem with the Air Force's AT-6 trainer – that was killing instructors and students on final approaches. We used a pretty crude instrument-reading setup – a movie camera mounted in the rear seat of an AT6, which took pictures of the instrument panel. After analyzing the data, it was

determined that the center of gravity (CG) was moving too far aft because of cycling of the fuel tanks. After WWII, the Air Force added some fuel tanks in the fuselage to increase the range of the AT6. The resolution of the problem was to add 300 pounds of lead weights in the nose of the aircraft at the firewall. This solved the problem.

The next program I was assigned to, and spent the most time on, was the testing of the Army's helicopters: the Bell H-13, the Hiller H-23, and the Sikorsky H-18, which would be the test bed for the first turbine-powered helicopter.



**The Hiller H-23 "Raven" helicopter.**

The Army was not getting all the aviation gasoline it needed to power the high-compression ratio engines. Truck fuel octane was in the 90s, and these engines required 110 octane fuel to prevent detonation.

We did not attempt to determine the power loss running these helicopters with the lower octane truck fuel. We would perform a simulated rescue mission of 20 minutes flying and 10 minutes on the ground idling. The flight test engineer had a large rotary switch on his left thigh and a pad to record data on his right thigh. He was required to cycle through the cylinder heads on a timed basis, looking at the temperature and spark pattern.

The helicopters had Sperry engine analyzers, which displayed the spark pattern of each plug. Also, each plug has a thermocouple installed to measure the temperature of each cylinder head. During the testing program, there was never a case of engine detonation, which meant that the Army could still continue to recover the wounded and get them back to the aid station very quickly. Because of the testing, many wounded soldiers were rescued who may not have survived otherwise.

My first two assignments as an airman second resulted in the saving of Americans' lives – both pilots' and soldiers'.

A major laid some papers on my desk and told me, "Katz, fill these out." They were papers which would give me a field commission. Some time later, I was sent to Lackland Air Force Base to take an Officers Basic Military Course (OBMC) – as a second lieutenant, U.S. Air Force. The Korean War ended shortly thereafter. I feel very fortunate to have spent my time at Wright-Patterson Air Base.

## Calling All Vietnam Vets

The Aviation Museum is planning to do a Special Event on the Vietnam War, perhaps in November, and would like to hear from any member or friend of CAF-SoCAWing who participated in that conflict. Please call John Woolley at

(805) 407-4800 to let him know you would like to participate in any way in this event.

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## CAF – So Cal Wing Members of Month

**Charles "Chuck" Williams** – for taking charge of ordering parts for aircraft maintenance. His long-time persistent and consistent work makes it easier for all the crews and members.

**Jim Hinkelman** - for being a Docent, working "overtime" so often, especially during hangar rental events, and always being available to do the extra job. His carpentry and building skills have made a big difference with the exhibits in the Museum.

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## Wing's Air Show Schedule: 2010

Oct 9, 10	Airsho 2010, Midland, TX	F6F, F8F
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This schedule is tentative, so if you plan on attending an air show, please call us at (805) 482-0064.

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## Wing Staff Election Notice

Members are urged to nominate candidates for the following Wing Staff Officers, to serve during 2011 and 2012: Wing Leader, Executive Officer, Maintenance Officer, and Safety Officer. Get in touch with Bill O'Neill.

Ballots will be printed in the November issue of Flight Line, and the deadline for voting will be November 15, 2010.

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## Wing Christmas Party

Our annual Christmas Party will be on Thursday, December 2, 2010, at the Wedgewood Banquet Center, 5880 Olivas Park Drive, Ventura, CA 93003. The banquet center is located on the Buenaventura Golf Course.

No-host bar is scheduled at 6:30 p.m., with buffet dinner served at 7:30 p.m. The dinner will consist of bbq chicken, tri-tip steak, roasted red potatoes, salads galore, beverage and dessert.

The annual Wing Auction will follow the dinner. Please start gathering your unusual items to be auctioned off by the infamous auctioneer extraordinaire, David Baker.

The cost is \$35 per person. Please get your reservations and checks to Casey de Bree soon.

## Pilsen, Czech Republic Remembers



Thousands of citizens of Pilsen, Czech Republic, line the streets of their city on May 6, 2010 to celebrate with American troops the 65<sup>th</sup> anniversary of the liberation of Pilsen by Gen. George S. Patton's 3<sup>rd</sup> Army.



The monument dedicated to the Americans who liberated their city in 1945.

The inscription on the monument reads:

**THANK YOU AMERICA!  
ON MAY 6<sup>TH</sup> 1945  
THE CITY OF PILSEN  
WAS LIBERATED BY  
THE U.S. ARMY**

The Brian LaViolette Foundation established the Scholarship of Honor in tribute to Gen. George S. Patton and the American Soldier (past and present). Each year, a different military hero will be honored in tribute to Gen. Patton's memory and the American mission to liberate Europe.

The award will be presented to a graduating senior who will be entering the military or a form of community service such as fireman, policeman, teacher or nurse – in a cause deemed greater than self. The student will be from one of the five high schools in Pilsen.

The first award, in May, 2011, will be in honor of Lt. Virgil Kirkham, the young 20-year-old P-47 pilot killed 65 years ago in the final days of WWII. He was the last recorded American USAAF pilot killed in Europe in WWII. It was his 32<sup>nd</sup> mission and one that he volunteered to go on.



The crash site of Lt. Virgil Kirkham – just outside the city of Pilsen, Czech Republic.

A young 14-year-old Czech girl, Zdenky Sladkove, was so moved by Lt. Kirkham's sacrifice that she made a vow to care for his crash site and keep his memory alive.



For 65 straight years, Zdenky, now 79, has cared for Virgil Kirkham's crash site and memorial near her home. On May 4, 2010, she was recognized by the mayor of Zdenky's home town, Trhanovo for her sacrifice and extraordinary effort to honor the American hero.



*Thanks to Dan Cuvier and Avery Willis for this story.*

# Mustang Memories

by Dan Newcomb



© Photo Courtesy of Dan Newcomb

**Ken (l.) and Dan ready for their flight in P-51D Mustang "Man O' War"**

I can't believe my luck! Last week I had the chance of a lifetime to fly the Paris Jet... and then yesterday! Wow!

It was totally unexpected and came out of the blue - when I ran into Ken Gottschall out on the ramp and he asked me if I had ever flown in a Mustang. When I answered in the negative, he suggested we change that to an affirmative.

Baby, it is good to have friends! A friend that shares your interests and just happens to fly war birds is an added benefit not to be overlooked!

Ken has been a Wing member for a few years and he is more than just a pilot. Ken is also a "wrench." Ken flies them and he fixes them. Yesterday was my first flight with K-2 and he flies just as good as he fixes!

Yesterday for me was poetry. It was a chance to experience the pure joy of flight. The spectacular scenery of Ventura and an incredible cloud-streaked sky added much to the adventure.

The airplane, the view, the history all acted on my emotions and, as we turned for home, those often used but quite appropriate words were repeated by a very lucky passenger.

*Oh! I have slipped the surly bonds of earth  
And danced the skies on laughter-silvered wings...\**

Thanks, Ken !

\* From *High Flight*, by John Gillespie Magee, Jr., 1922-1941  
RCAF Spitfire pilot.

**Note: you, too, can experience this once-in-a-lifetime flight in a WWII P-51 Mustang. For just \$800, you can be in the second seat aboard "Man O' War" for a spectacular ride high over Ventura County. Call 805-482-0064 to reserve a flight for yourself or a friend.**



© Photo by Dan Newcomb

**Here is that "incredible cloud-streaked sky" off the Mustang's left wing. Note the Channel Islands in the distance.**



© Photo by Dan Newcomb

**On the down-wind final to Camarillo Airport, with a wonderful flight behind him, Dan is literally floating on air!**



© Photo by Dan Newcomb

**Here's Ken lining up for final approach at CMA. Ken has been flying the Mustang for a week - but flies her like he's been doing it for years !**

## CAF's B-29 FIFI Returns To The Air



MIDLAND, TEXAS (Aug. 5, 2010).

The Commemorative Air Force (CAF) is proud to announce the return to flight for FIFI, "the Queen of the Fleet." The world's only flyable Boeing B-29 Superfortress returned to the skies early on the morning of August 5, 2010 for its first flight since 2004.

"It is an emotional day at the CAF for our volunteer-members and staff," said CAF President Stephan Brown. "There were more than a few tears of joy shed by those who have worked over these past few years to see FIFI fly again. Today is a new beginning for this historic warbird. Thanks to the dedication of our members and the support of Jim Cavanaugh, the B-29 can once again return to telling the stories of the men and women who sacrificed their lives for our freedom."

Following more than four years of work, FIFI returned to the skies just before 9 a.m. on Thursday, August 5, 2010 for a beautiful 39-minute flight. Back on the ground, the crew exited the B-29 with massive smiles and unimaginable excitement.

"She ran like a top," said CAF Colonel, and one of the pilots for the B-29, Paul Stojkov. "It's a very special day. A lot of us have been waiting for this for four and a half years. We have to thank everyone involved for their help in getting her to this point."

"I'm speechless," said CAF B-29 Crew Chief Dave Miller. "I can't express in words my appreciation for the opportunity to work with FIFI and for the help of everyone involved in working to get her back in the air. Thank you to the entire CAF family

"I am deeply pleased to see FIFI fly again after such a long wait," said CAF General Staff member, Neils Agather. "Today's flight is a product of the dedication of many people, Gary Austin, Dave Miller and many more volunteers. We must also thank Jim Cavanaugh for his support. My parents, Vic and Fifi, would be proud."

The B-29 was originally fitted with the Wright R-3350-57AM engine, which had a less-than-desirable

reputation since its inception. True to this reputation, FIFI has experienced numerous problems with her engines in the 30-plus years she has been flying with the CAF. Following the discovery of metal shavings in the engine oil, the B-29/B-24 Squadron held a lengthy series of meetings with CAF personnel and experts in the field of aircraft restoration, and the decision was made to not fly the plane again until it could be fitted with engines that are a custom built combination of the R-3350-95W and R-3350-26WD engines. The refit required reworking the engine mounts and some of the engine cowling, making it a lengthy undertaking.

When the Commemorative Air Force (then Confederate Air Force) began searching for a B-29 for its collection of historical military aircraft, World War II had been over for 21 years. The Superfortresses that helped end WWII had long since yielded to new generations of jet-powered strategic bombers and vanished. According to the U. S. Air Force, no B-29s remained in inventory, even at storage or disposal depots. But the CAF colonels had faith, and it paid off.

In 1971, a pilot reported sighting a number of what might have been B-29s in the California desert near China Lake. The CAF learned the aircraft were indeed Superfortresses that had been parked at a Navy weapons center for 17 years. They had been used for gunnery targets and abused by heat, sand and vandals. After much negotiation, paperwork and a painstaking process of elimination to find the best survivor, the CAF added B-29 SN44-62070 to its fleet. That was just the beginning of the task. The complete restoration to CAF standards of airworthiness was a long and expensive project involving more than three years of fund-raising and hard work. Late in 1974, the CAF's B-29 was christened FIFI and joined the other World War II fighters and bombers to preserve the memories and teach lessons of mankind's greatest war.

For more pictures and video of the take-off, please click here:

<http://commemorativeairforce.org/?page=cms/event&eventID=79>

Check out this video of our CAF-SoCAWing member, Merrill Wien's retirement flight in the CAF's "Fifi:"

[http://www.youtube.com/watch?v=r7OG8ta\\_Kw8](http://www.youtube.com/watch?v=r7OG8ta_Kw8)





## How You Gonna Keep ‘Em Down On The Farm, After They’ve Flown *Paree*?

Way - way back - many years ago, my grandfather was retelling his adventures in France during the Great War (that’s WWI for the un-initiated). Now... he joined the army straight off of the farm, and I am sure he lacked a certain degree of sophistication to deal with the situation, but he told me that if I ever had the pleasure to meet a French lady, that I should be very aware of the fact that most of them are “fast”.

Now, as I was about nine years old at the time, I had a very different interpretation of the word “FAST.”

Yesterday, I had an all too brief encounter with a very lovely and very fast French lady! Now don’t get the wrong idea here, I didn’t go “all the way” with her. It really amounted to only 20 minutes or so of interesting flirtation.

Believe me, there was no way that I could have kept up with this mademoiselle for very long due to my lack of experience - but for a while she teased me into thinking that if I tried hard enough I might turn in a credible performance. All the while I knew it was a tease, but I enjoyed it never-the-less.

Thank you Terry, for arranging the meeting. Karen has already forgiven you! Thank you for the flight envelope demo and thank you, my friend, for letting Jeff and Kevin share the adventure with me.

Oh! And thank you for saying the magic words: “It’s your airplane - maintain 200 knots in the climb!”

It was a day that I will never forget.

*Jet Pilot (for a couple of minutes) Dan Newcomb*



© Photo Courtesy of Dan Newcomb

**Dan Newcomb in the right seat, Terry Cedar at the controls, and Jeff and Kevin Birdt in the rear seat of the object of Dan’s affections – the MS 760 Paris Jet. The owner is Bill Spriggs, a member of our Wing.**



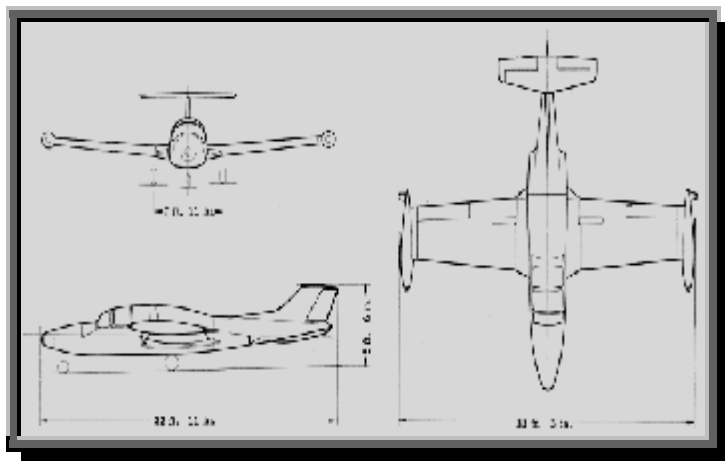
© Photo Courtesy of Dan Newcomb

**The Morane-Saulnier MS 760 Paris Jet landing at Camarillo Airport.**



© Photo Courtesy of Dan Newcomb

**Flying in the MS 760 Paris Jet over the Ventura County landscape.**



**MS 760 Paris Jet Specifications:**

**Length: 32’11” / Height: 8’6”**

**Wing Span: 33’3”**

**Max. Speed: 432 mph**

**Cruising Speed: 400 mph**

**Range: 1,150 miles**

**Service Ceiling: 25,000 feet.**

## Remembering Ernie Pyle

by Dave Flood



© Photo by Dave Flood

**Ian Farmer (center) with his brother Alec and grandfather Roy Farmer of Camarillo, during their recent visit to our Aviation Museum. Both boys attend the Denver School of the Arts in Denver, CO.**

"The Marine Corps Heritage Foundation recently presented this year's "United States Marine Corps History" prize to Ian Farmer, a sixth-grade student from the Denver School of the Arts, located in Denver, Colo. The award was part of the prestigious National History Day (NHD) program. Each year, more than half a million students participate in the NHD contest, developing papers, websites, exhibits, performances, and documentaries about a significant moment in history.

Ian's winning entry, "Innovation in War Journalism," explored the life of Ernie Pyle, a journalist who sacrificed his life in the course of writing about Marine operations in the Pacific during World War II. Ian was presented with a medal and \$2,000 prize by SgtMaj Halsey W. Smith, Jr., USMCR (Ret.), a member of the Marine Corps Heritage Foundation's board of directors, at the national awards ceremony at the University of Maryland, College Park, on June 17, 2010.

A film and arts student at the Denver School of the Arts, Ian has always had a strong passion for exploring the many sources of military history. Last summer, at a used bookstore, he happened upon a copy of Ernie Pyle's book, "Brave Men," which contained original clippings about the deceased author. Fate seemed to step in, prompting Ian to avidly research the literary works and history of Ernie Pyle, as well as war journalism in general. Upon learning about the theme for this year's NHD competition, "Innovations in History," Ian enthusiastically developed an entry as an opportunity to share his learning, thoughts, and findings through a theatrical performance.

First, Ian participated in the local Denver, Colo. NHD competition, where he received second place for his work. His entry moved on to the state-wide competition, where he again placed second, and qualified for NHD's Kenneth

E. Behring National Contest in College Park, MD on June 17. Ian was taken by complete surprise when he was announced as the winner of the United States Marine Corps History Prize, as the outstanding entry that best demonstrated an appreciation of Marine Corps history."

*(From "The Marine Minute," The Marine Corps Heritage Foundation newsletter, July, 2010)*

On Thursday, August 5, 2010, Ian Farmer (age 13, grade 7) was a visitor at our CAF-SoCAWing Aviation Museum. He came with his brother Alec (age 11, grade 6), and his grandfather Roy Farmer, who lives in Camarillo. I was honored to be their Docent as they toured our facilities.

It is for Ian, his brother, his grandfather, and all the rest of the many generations of not only Americans, but of people from all over the world, that we exist as an educational "lighthouse" to point out the history of the men, women and machines that helped us throughout our many struggles with tyrants to preserve our democratic freedoms.

Our CAF Mission – to honor American military aviation history through Flight, Exhibition and Remembrance – and to educate young and old alike in the importance of military aviation to our country's struggle to maintain its freedom – is exemplified in Ian as the young messenger who will carry the torch to future generations.

We salute Ian, and hope that he will continue his quest to write about the history of individuals who made the difference in preserving our freedoms.



**Boeing B-29 Superfortress named for the famous war correspondent, Ernie Pyle. This aircraft was ferried to the Marianas Islands, from where it took part in the bombing of Japanese homeland industrial sites and cities in the spring of 1945, helping to end WWII.**

## Wing Photo Page I



Photo of the North American B-25 plant in Kansas City, KS – where our PBJ/B-25 was built.



© Photo Courtesy of Terry Cedar

Our good friend Bob Goubitz (left) flew down from Pagosa Springs, CO to meet Terry Cedar & friends in Farmington, NM, where they stopped on their way to Oshkosh in the Paris jet.



© Photo by Dave Flood

Marine sergeants from MCAS, Yuma, talking with fellow Marine Ken Barger, while at our facilities scouting for planes for their air show in 2011.



© Photo by Dick Benchley

This DC-2 (NC13711) made a recent appearance at CMA. It has been in residence at the Museum of Flight, Boeing Field, Seattle. It is in the colors of TWA's "Lindbergh Line." Clay Lacy was a partner in restoring this beautiful bird to its present pristine condition.



© Photo by Avery Willis

P-51D Mustang "Man O' War" on the flight line at the Pt. Mugu NAS Air Show. Note Bearcat next to her. Our Hellcat and Zero also performed at the show.

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### WARTIME RADIO REVUE 1940s Big Band Sound / Dancing

SATURDAY, AUGUST 21, 2010  
6:00 TO 10:00 P.M.  
(right after the air show)

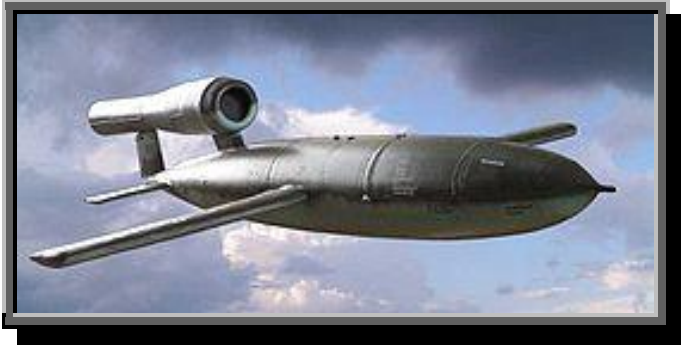
**CAF – SO CAL WING  
AVIATION MUSEUM HANGAR**

**\$35 Per Person Includes:  
Show, Dinner, 1 Drink Ticket**

**Call 482-0064 or 223-1077 for tickets**

## “Tipping Off” A German V-1 Rocket

The Fieseler Fi 103, better known as the V-1 “Buzz Bomb” (or “Doodlebug”), because of the buzzing noise it made as it neared its target somewhere in London during the period of June 13 to October, 1944, was a persistent problem to the British air defenses. 9,521 of these rockets were launched from “ski” launch sites on the French coast in terror-provoking attacks on London.



Fieseler Fi 103 – V-1 “Buzz Bomb”

The V-1 was powered by an Argus AS 109-014 pulse-jet engine. It was 27 feet, 3 inches in length; 17 feet, 6 inches in width; and 4 feet, 8 inches high. Its range was 150 miles, at a speed of 400 mph. It had a gyrocompass-based autopilot for guidance.

At first, V-1s were shot down by gunfire. The optimum range was inside 200 yards, which was marginal for survival. Many planes were damaged and quite a few pilots were killed in this way. Basically, at such high speed and low altitude, a pilot had to fly through the explosion and hope.

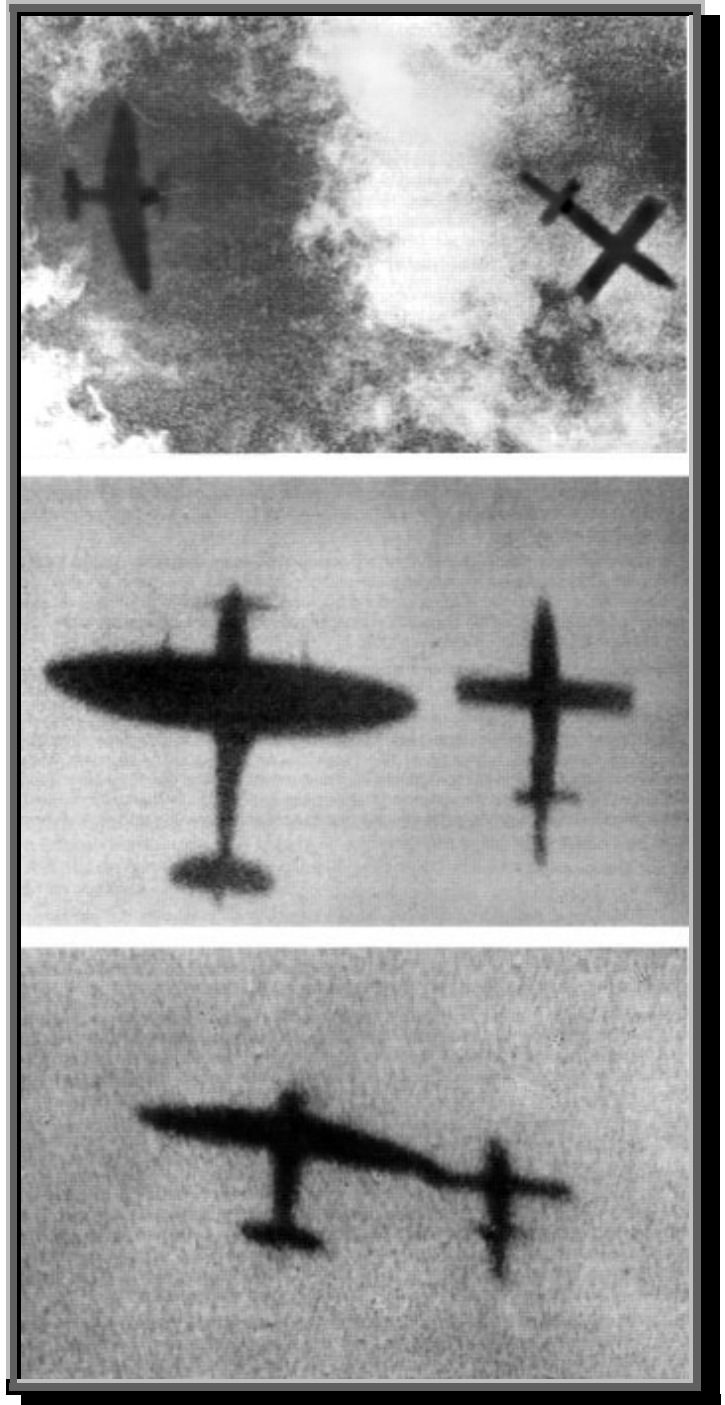
As an alternate, some of the best pilots started “tipping” the V-1’s wings. Because of damage to the Spitfire wing tips, they later developed a tactic of disrupting the airflow over the V-1’s wing by placing the Spit’s wing very close to the V-1’s wing, causing it to topple (and go off target).

Not every pilot did this. At night it was not possible. The flame from the V-1’s engine blinded the pilot to everything else. Some pilots, however, flew across the path of the V-1, again causing it to topple off course. This would entail going 450 mph across the path of the rocket, which was going about 400 mph, at an altitude of perhaps 4,000 ft. – all in the dark. Gives you the “creeping willies” – right?

As a result of the V-1 attacks, there were approximately 22,900 casualties in the London area, mostly civilians.

The famous “FEW” - the fearless Spitfire pilots made famous by their defense of Britain during the Battle of Britain in 1940, were up to the task of saving British lives

by taking on the unmanned rockets at breakneck speeds in the skies over London.



- (1) Top Photo: The Spitfire approaches the V-1 rocket aimed at the heart of London.
- (2) Middle Photo: The Spitfire “sidles up” to the rocket, placing its wing very close to the rocket’s wing. This is all being performed at 400 mph.
- (3) Bottom Photo: The Spitfire succeeds in placing its wingtip just over the rocket’s wing, disrupting the airflow, resulting in the V-1 going off course and away from its target.

## Wing Photo Page II: Pt. Mugu Air Show

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



Our F6F-5 Hellcat and A6M3 Zero doing their dogfight routine at the Pt. Mugu Air Show. Ken Gottschall is in the Hellcat, and Jason Somes in the Zero.



The U.S. Air Force Thunderbirds famous demonstration team of F-16 Falcons performed at the Pt. Mugu show. "Shoulder to shoulder!"



Here come the Thunderbirds roaring overhead, with the outline of their legendary thunderbird logo plain to see. As always, they put on a spectacular show.



A Grumman E-2C Hawkeye making a sweeping pass in front of the air show crowd. Several squadrons of Hawkeyes call Pt. Mugu NAS their home, including the Sun Kings and the Wallbangers.



Our Mitsubishi A6M3 Zero keeping some fast company with two FA-18 Hornets.



Red Bull's BO-105 aerobatic helicopter, which put on a mind-boggling show. Chuck Aaron is the only aerobatic helicopter pilot certified by the FAA. He has flown in 33 different helicopter types, and has over 18,000 hours in helicopters.

## New Vintage Ride Brochure Ready

The CAF-SoCAWing's Advertising & Marketing Committee has come up with a new color brochure for the Vintage Ride Program. Pat Brown and Ceci Stratford worked closely with the designer, Barry Ridge, to produce a stunning brochure that portends to sell a lot of profitable rides in our SNJ-5 and PT-19 aircraft.



Inside spread of new Vintage Airplane Ride brochure.



Outside spread of new Vintage Airplane Ride brochure. Brochures are available at the Docent Desk. Call Pat Brown at 479-2221 if you need a quantity to distribute to your club or organization.

## Remembering CBI

by Dave Flood

During WWII the U.S. Army Air Forces established history's first sustained, long distance, around-the-clock, all-weather, military aerial supply route. The route extended from the Assam Valley in India to the Yunnan Province in China, a distance of about 525 miles. The aerial route was started because the Japanese had cut off the main land supply route to China. The U.S. had pledged to provide supplies to China in its fight against the Japanese. The route came to be known as flying "Over The Hump" – referring to the Himalayan Mountains, the highest in the world.

The eastern end of "The Hump" route was the Chinese air base at Kunming, China.



Photo showing a C-46 Commando being unloaded on the flight ramp at Kunming, China, after flying "Over The Hump" with war supplies from India.

The operation began in April, 1942, and continued until November, 1945. The first flights hauled gasoline and oil from India to China for refueling the Doolittle Raiders following their raid on Tokyo (if they had been able to reach airports and land safely).

During the lifetime of the CBI operation over 650,000 tons of supplies were delivered to China by air.



One of thousands of Chinese workers who built and maintained the runways at Kunming, China.