

Flight Line

The Official Publication of the CAF

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

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© Photo by Dave Flood
Let's hear it for the "Ramp Guys." They did excellent work during the air show!

Visit us on line at www.cafsocal.com and www.orgsites.com/ca/caf-socal



© Photo by Dave Flood

This photo epitomizes our Vintage Airplane Ride Program, envisioned by Bill O'Neill. Here are the pilot, Steve Barber; the Crew Chief, Vern Olson; and the happy rear-seat rider in our P-51 Mustang "Man O' War," Harry Hull (with camera). The other gentlemen are: George Palmer (middle) and Norm Hale. We combine CAF Goals of "Flight" and "Remembrance" in our Vintage Airplane Ride Program. Harry was a bombardier in B-17 "Big Casino" flying out of Horham, England in WWII. His remark about the P-51: "We were mighty glad the Mustangs were with us all the way to Germany and back!" Thanks, Harry, for all you did for us!

There will not be a Wing Staff Meeting in September

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

September 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Museum Open 10am to 4pm Every Day Except Monday and major holidays				1 Work Day	2 Air Show Watsonville	3 Work Day Air Show Watsonville
4 Air Show Watsonville	5 Labor Day Museum Closed	6 Work Day	7	8 Work Day	9 Docent Meeting 3:30 Air Show Mather AFB	10 Work Day Air Show Mather AFB
11 9/11 10th Anniversary Air Show Mather AFB	12 Museum Closed Reno Air Races	13 Work Day Reno Air Races	14 Reno Air Races	15 Work Day Reno Air Races	16 Reno Air Races	17 Work Day Reno Air Races
18	19 Museum Closed	20 Work Day	21	22 Work Day	23	24 Work Day Air Show NAS North Island
25 Air Show NAS North Island	26 Museum Closed	27 Work Day	28	29 Work Day	30 Air Show NAS Mirimar	

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* Denotes Staff Position

CAF's B-29 *FIFI* & P-51 *Gunfighter* Support Educational Program for Congressional Medal of Honor Recipients

The Congressional Medal of Honor Foundation conducted a "Medal of Honor Educational Program" on Friday, July 22, at DuPage Airport in West Chicago, Ill. The program featured the world's only flying B-29 Superfortress and honored five Medal of Honor recipients. The B-29 *FIFI* is part of the Commemorative Air Force's (CAF) fleet of more than 150 historic aircraft.

The program used the life experiences of our living Medal of Honor recipients to teach lessons to students on the important concepts of Courage, Commitment, Sacrifice and Patriotism. The lessons do not glorify or glamorize war; rather, these dramatic "living histories" encourage students to consider courage from their own perspectives.

"The Medal of Honor Educational Program shows how our youth today can learn and carry into adulthood the virtues of democracy, and can be taught the importance of service to the community and country. These are the virtues that have made this nation great," says John T. Glotzbach, the Chicago representative of the Congressional Medal of Honor Foundation.

"We are proud to participate in this event for the youth of Chicago and the Medal of Honor recipients," said Stephan Brown, President/CEO of the Commemorative Air Force. "We are honored to be presented the opportunity to host the Medal recipients at our B-29 Superfortress *FIFI* and P-51 Mustang *Gunfighter*. The CAF is home to more than 150 airplanes that we maintain and fly as a tribute to these veterans. We honor American Military Aviation through flight, exhibition and remembrance, bringing history to life for new generations of Americans."

The Medal of Honor recipients were in Chicago for a weekend of education and fundraising on behalf of the Congressional Medal of Honor Foundation. The Commemorative Air Force participated in DuPage Airport's "Community Days Weekend" July 22 to 25 as part of the B-29 *FIFI*'s Midwest tour.



CAF's B-29 *FIFI* – the only flying B-29 Super Fortress

Wing Staff Election Notice by Dave Flood

This year we will be voting for three Wing Staff positions – Adjutant, Finance Officer, and Operations Officer. The terms will be for two years – for the years 2012 and 2013.

Our Wing Leader, Steve Barber, Sr., has appointed Bill O'Neill as Nominations Committee Chairman, and Bill has called on Jim Tierney and Dave Flood to assist him in putting together a slate of candidates.

The election will be held on Tuesday, November 15, 2011, 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 14 – in order to give the membership 30 days notice before the voting date.

For descriptions of the duties and responsibilities of each of the three offices to be voted upon – please consult our CAF Regulations. Casey de Bree can assist you in finding the proper regulations pertaining to each position.

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 that our Wing will need so that we can continue to progress in the future.

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, Adjutant, Finance Officer, or Operations Officer - please contact Bill O'Neill at scwairshow@aol.com ; Jim Tierney at jimerniet@aol.com ; or Dave Flood at macantuile@yahoo.com.

Wing Air Show Schedule: 2011

Sept 2-4	Watsonville	F6F, F8F
Sept 9-11	Mather AFB, Sacramento	F6F, F8F
Sept 12-17	Reno Air Races	F6F, F8F
Sept 24,25	NAS North Island	TBD
Sept 30-Oct 2	Mirimar NAS, San Diego	F6F, Zero
Oct 1	Memorial FlyOver – Mark Matye	
Oct 4,5	Tucumcari, NM Air Show	F6F, F8F
October 6-9	AIRSHO 2011, Midland, TX	F6F, F8F
Oct 13-16	NAS Lemoore	All A/C
Nov 6,7	Thermal, CA	TBD
Nov 12,13	Nellis AFB, Las Vegas (tentative)	

If you plan on attending one or more of these air shows, please contact us at 482-0064 for any updates, as air show schedules sometimes change.

In Memoriam: Mark Matye



© Photo Courtesy Ceci Stratford

Mark Matye

Mark Robert Matye flew off into a beautiful sunset on Thursday, August 18, 2011 – with poise and grace, at the age of 62.

The son of legendary Lockheed test pilot Robert Matye and mother Jean, Mark spent his early childhood in the desert town of Juniper Hills, CA, overlooking Palmdale. After a career with Lockheed, father Robert moved the family to Ventura, where Mark adapted quickly to high school and Ventura itself – which he always called home. He became a standout football player and graduated from Ventura High School in 1967.

Mark's keen interest in all things mechanical led him to Cal Poly San Luis Obispo to study engineering – on a football scholarship. In 1970, Mark left Cal Poly to play semi-pro football as an offensive lineman for the Oklahoma Wranglers. After two seasons with the Wranglers, Mark was invited to try out with the N.Y. Jets, but a knee injury during training camp cut short his professional football career.

Mark then turned to his other passion – engineering – and was quickly hired by the Ventura-based Vetco Offshore Company as a petroleum systems engineer, which position found him traveling the world installing, maintaining, and inspecting Vetco offshore oil sub-sea platform systems. He quickly rose to supervisory positions, eventually teaching worldwide buyers of Vetco sub-sea systems how to install and run their systems.

With a solid background in the petroleum industry, Mark seized the opportunity in 1987 to return home and form a partnership with a childhood friend that would eventually become a Ventura County petroleum leader – the Mac Valley Oil Company. Mark remained a principal until his passing. He will be missed by his many friends and peers in the industry, none more than his partners, Jim McCaslin and Steve Fuller.

Mark never forgot his childhood dream of following in his father's footsteps – as he trained for and became a pilot at the Santa Paula Airport in 1986. As with all his pursuits, Mark excelled at flying, and by 1989 was flying aerobatic air shows. In the two decades that followed, he gained national recognition as a premier WWII fighter pilot, air show pilot, and instructor. On any given day, Mark could be found rolling over the Santa Paula Valley in his own restored military T-28 airplane.

Those around Mark fancied him a modern-day John Wayne, in both manner and the way he treated others. His true passion and calling was realized when he became an accomplished back-country horseman, and was selected and deputized as a member of the Ventura County Sheriff's Posse. Mark was never better suited, or happier, than when he was either riding or patrolling the beautiful trails in the hills of Ventura County on his beloved horse *Cloak*.

Mark's enduring legacy will not be what he accomplished, but will be the monumental effect he had and will continue to have on so many people's lives. His imposing character encased a loving, encouraging and thoughtful friend, brother, and father-like figure. His smile, hearty laugh, and firm handshake will be truly missed.

Preceded in his passing by his father and mother, Bob and Jean, Mark is survived by his loving brother Ken Matye, and sister Laura Craven, plus nephews Robert and Matthew Craven.

The Matye family asked that any donations be made to the Hogan Family Foundation or to the ALS Foundation, Golden West Chapter.

[A celebration of Mark's life and stories will take place on October 1 at the Truxler Ranch in Santa Paula – located at 12469 Telegraph Road, starting at 3:00 p.m. The Southern California Wing of the Commemorative Air Force will be saluting Mark with a memorial fly-over by a number of our vintage airplanes.](#)

[All of us in the CAF-SoCAWing are saddened by Mark's passing, and will keep him in our memory. Our Wing sends our combined thoughts and prayers to the Matye family, knowing that they will be heartened by Mark's memory in their lives. May he forever rest in peace.](#)

Memories of Mark

It was several years ago that I first met him, well sort of met him. You see he was sitting in the Hellcat on the taxiway, and, unknown to me, had just lost his brakes, and as the plane slowly rolled toward the ditch, he was hollering "chocks"! I grabbed a pair and ran to the airplane and stopped the roll. I looked up at a big smiling face that said, "Thanks, buddy I owe you!"

Memories of Mark Matye, continued...

Now since I usually am down at CMA on Tuesdays, I didn't know his name, and months went by before our paths crossed once again. I was at an awards dinner when I felt a tap on my shoulder and once again saw that smile. "Hi, I'm Mark Matye and I owe you a drink." It was then that I remembered where I had seen that smile before. From that day on, whenever our paths would cross, he always greeted me with a warm handshake and that big smile of his.

Mark was one of those guys that always seemed to be in a good mood and was always glad to see you. Being around people like that makes you feel good. We were never close, and I certainly never moved in his orbit, but he always treated me, and from what I observed others, with the same friendly down-home manner and the same down-home respect.

Then several months went by and I realized I hadn't seen him around the hangar, and I started to hear rumors that he had sold his T-28 and left the CAF. He had just up and quit flying. I thought that to be sudden but frankly didn't think more of it. A few months ago I was in the maintenance hangar when I heard a familiar voice and turned to see Mark walking towards me. Walking would not be the correct description because what he was doing was more like struggling and shuffling over to me. I could tell he was in a lot of pain. It was then he revealed his condition to me. His flying days were over.

We made it to the gray tug and we sat and talked about the beautiful weather and that he was there to set up a Mustang ride for a friend of his. He said he was I feel in pretty bad shape but I could tell he didn't want to dwell on that. We talked about flying. We laughed and joked about a few things. We probably talked about other trivial things but what I remember most about that half hour or so were his repeated comments on how beautiful the day was and that you should never take anything for granted. Enjoy each and every day to it's fullest. We both sat there in silence for a time and just enjoyed the moment.

I learned last Friday that Mark had died. I sat on that old gray tug Friday afternoon and as I watched another guy named Mark fly that Hellcat that lost it's brakes one summer's day at CMA I looked up in the sky and I thought to myself, "God, what a beautiful, beautiful day!

Dan Newcomb

Thank you Dan for the nice tribute to Mark. I knew he had ALS and wasn't doing well, but didn't know he had died.

Like you said, Mark was a very special person, always positive and thrilled to be able to fly our warbirds. He told me he felt it an honor to fly them, and a great responsibility. I always remember fondly the day he took

me for a ride in his T-28. A week before, he made sure I knew all about the airplane and read the manual, especially emergency procedures. On the day of the flight, we did low flying, high flying, aerobatics; we flew over the valleys, mountains and the ocean and through holes in the clouds. He let me fly it for a bit, too. It was extremely memorable, not just for the fantastic flight, but for Mark's generosity and positive attitude.

I've surely missed him and will miss him more, now. Below is a photo Eric Van Gilder took of Mark and me after that memorable flight.

Ceci Stratford



© Photo by Eric Van Gilder
Mark and Ceci after a ride in his T-28

I feel extremely blessed to have known Mark. I flew with him for several photo shoots, and he always made sure that I not only understood everything I needed to know, but also made sure that I had everything I needed. He guided me on the proper safety equipment to get for warbird flying. When I flew at Air Combat USA, he gave me advice that was invaluable, and because of that advice, I actually won a couple of engagements against a much better aircraft (I was in a Marchetti and my opponent was in an Extra 300).

My most memorable flight with Mark was a chilly Saturday morning in Paso Robles. The skies were CAVU, the air was smooth as glass and the flying was incredible. We were number four in a four-ship formation, and as we broke, he rolled us inverted for a great view of the world. We re-joined and enjoyed the morning ride.

My quiet thoughts were interrupted by Mark over the intercom, saying "Days like these make me feel lucky to be alive." I couldn't have agreed more, and always look back on that flight with fond memories. Even more so now.

A few years ago, my daughter had some serious health issues. He never failed to ask how she was doing and wish

us well. When I learned of his health issues, I told him to fight on and that we would keep him in our thoughts and prayers. His response was that of a man of great character: *"I have learned from people such as you on how to be when some difficult times arrive. I plan on makin' you proud!"*

He was a stickler for details, very safety-conscious and thorough. He was also very generous and genuine. Mark made me proud. The mark he left on many is lasting and positive. I will never forget him, or the lessons he taught me about aviation, and life. Below is a photo from my favorite flight with Mark.

Eric Van Gilder



© Photo by Eric Van Gilder

I met Mark Matye many years ago at the CAF. At that time we were operating out of the old three-sided hangar. He was flying a T-6 and would soon buy a T-28. He was always interested in what we were doing, and I asked him many times to get involved - as we always needed good pilots. Having watched him fly and talking to him, I knew he was a very good pilot and very safety-conscious.

When he finally made up his mind to join us as a pilot, he did not disappoint. I checked him out in both our Hellcat and Bearcat, and he did a fine job! I was very proud of him, and he really enjoyed flying these historic aircraft.

We flew many shows and special events together and he was always very professional and safe. I remember many evenings at air shows debriefing over a cocktail and I learned I could not out drink him! No matter how much we drank, he never showed he was affected. I can't say that for myself.

One final memory that I am very proud of was inviting Mark to our first Tailhook Legacy training at Lemoore NAS. Admiral Bowman had arranged for us, the newly formed civilian pilots of the Tailhook Legacy Flight, to get some flight time in an F/A-18. Mark had the time of his life! Over one hour of stick time in a Hornet! Later that evening, when we were alone sharing a drink, Mark looked at me with a tear in his eye and said he was so happy that

he could tell his father that he had finally flown a modern jet fighter.

You see he wanted to be a fighter pilot with the military just like his dad, but said his eyesight was not good enough for the military and said it was his father's dream that he could fly a "fast-mover." Not long after being back home, I received a package from Mark with a thank-you note enclosed. It was a very nice model of an F/A-18 that we had flown! That was Mark, thoughtful and generous.

God-speed my friend. I hope we will be able to fly formation in warbirds when we meet again.

Steve Barber



© Photo by Eric Van Gilder

I had the privilege of knowing Mark for about 20 years. We used to buy our aircraft oil from his company and that is where we met. One time when we were in the nose-in hangar, really struggling financially, it was February and air show season had not started yet. We were out of our engine oil but had no money so I called Mark to ask if he could float us for a couple of months until the air shows started. He said "No problem, I will be over in about an hour." Sure enough in an hour he arrived with the oil in the back of his pickup. When he let the tailgate down to get the oil off, I could not believe what I saw. The drum was a mess, looked like it had been dropped off a cliff. He grinned and said "It took me an half hour with a 3" pipe to make it look that way. I can't sell it to you in this shape." So, that was his way of helping us out and we really appreciated it.

Mark, at that time, had a beautiful T-6 and flew it a lot. He asked me to give him a rating ride for formation lead. I was more than happy to do so, and he gave me the usual professional ride like he always did. In later years, when he had traded the T-6 in for a T-28, I asked him to give me a rating in his plane as he was at the time a designated examiner for the FAA. I had flown the Air Force T-28 so knew the airplane, but his was the Navy version, with 400 more horse power. It was a lot of fun and that helped my warbird career along. After he joined us he flew the Cat fighters and did an outstanding job. We've lost a real good friend and miss him already.

Gary Barber

More Memories of Mark Matye...

A true modern day Gentleman's Gentleman. He treated women with high respect. His parents taught him well. He was very "ah shuck" about his accomplishments. And would much rather hear about everyone else's. He liked to talk about the positives and the goals for the future. He would always greet you with a smile and a handshake and ask how you were.

Outside of the CAF activities, I would meet him in retail stores in Oxnard every once in a while. He lived in the Oxnard area. His greeting would always be "how ya doin?" with a smile and a handshake. And he always wanted to know what was happening at the CAF. He was an all around nice guy. He was always nice to join us at the air shows. Everybody enjoyed his company. We had lots of fun together.

Most of our members nowadays never met him. It's too bad. What is so sad is that he had so many things going for him when he got ALS. He was too young to die this way in the prime of his life. You would have all enjoyed knowing him.

Pat Brown



Naval Aviation Legacy Foundation

Mark is a four year member of the U.S. Navy Tailhook Legacy Flight Demonstration Team. He is an airshow demonstration pilot for The Commemorative Air Force Museum and is active with the museum's SoCal Wing in Camarillo Ca. Mark is rated in the T-28, P-51, F6F, F8F, and (AV) L-29 Soviet jet trainer. He is an FAA Authorized Aircraft Instructor for the T-28 and a warbird stall/ spin recovery, and aerobatic instructor pilot.

Mark is a native Californian and a principal of a commercial fuel and oil distribution corporation.

Editor's Note: This listing and photo were on the website of the Naval Aviation Legacy Foundation. Mark was very proud of his involvement with Legacy Flights.



© Photo by Dave Flood

Clay Lacy flew out to CMA from Van Nuys with a friend a few days after the air show to fly Joe Clark's F7F back to Van Nuys. Someday (the editor keeps praying) he and Joe might decide to leave it with us?



© Photo by Dave Flood

New member Jason Johnson already hard at work on the gear of PT-19A. Jason is Director of Maintenance at Sunrider, Long Beach, CA Airport. Great to have you with us, Jason!



© Photo by Dave Flood

This was taken on Kasey Mitchell's first day on the job! Kasey is a new CAF-SoCAWing Cadet, and was giving TLC to our Bearcat, under the direction of Crew Chief Ken Kramer.

“It’s Oshkosh, Don’t’cha Know?” – A Private Perspective On *AirVenture*

by Jennifer Bauman

I had heard about Oshkosh my entire life. I knew that there were some people who went every year, and some who had gone once or twice and never again. I had heard awesome stories about the show, and terrifying stories about the camping situations. I didn’t know what to expect, but I was excited and I was confident that going with the CAF would provide some sort of structure for tackling an aviation event of that magnitude.

I barely knew anything about the Zero before Oshkosh. I thought it was neat, but I took it for granted because I never thought about its importance.

At *Airventure*, my understanding of the Zero changed. After spending at least four hours a day with the plane, I began to realize its historical significance, and its importance to people who came to see it. One gentleman told me that the last time he had seen a Zero was from the inside of an airborne B-29, and that he was happy to see one up close, but this time on the ground. Another man, who told me he was visiting from Japan, dragged me over to the landing gear, and read out the Japanese characters on the data plate. He then said proudly, “That is my company! My company made this.”



© Photo by Sheryl O’Neill

**Jessica (left) and Jennifer Bauman modeling the new
“A6M3 Zero” tee-shirts at *Airventure* 2011.**

I spent most of my time working around the Zero, while my sister Jessica was manning the sales booth. Roland Fogel and I were standing by the plane, answering questions and trying to influence as many people as possible to buy a tee-shirt. I talked to a lot of interesting people, but I also talked to a lot who were weird, rude, or just annoying.

At an air show like Oshkosh, I would expect to find a lot of people who are knowledgeable about airplanes. But on multiple occasions, when I asked someone if they had any questions about the Zero, they decided they had to educate me about the plane. They would tell me everything they knew – about how it was made of wood; and about how they knew that ours was a replica; that it was one of the “reconstructed” AT-6 Texans that were

used in the movie “Tora, Tora, Tora.” I would wait until they finished, then kindly tell them that they were mistaken, and direct them toward the tee-shirt sales booth.

Zero tee-shirt sales were slow for the first two days, until Jessica started telling people that the airplane wouldn’t have enough fuel to get home unless they bought a tee-shirt. Then she began telling people that the airplane was going to have to sit in the grass at the airport until *Airventure* 2012. To sell Mustang tee-shirts, we told people that our P-51 “Man O’ War” was broken, which was unfortunately true, and that they needed to buy a tee-shirt to help us pay for our propeller to be fixed. These sympathetic-appeal tactics worked well. We sold out of tee-shirts.

I worked with the CAF for half of every day, but I still got to see a lot of the show. I was there for a week, but I think it’s impossible to see everything in that time. I had to pick and choose, and I think I got a well-rounded experience. The welding class left me with a “souvenir burn;” I slept through Fabric 101; and I went “off-roading” in a Ford Tri-Motor when a DC-3 blocked our taxiway, and the pilot, on a tight schedule, taxied across the grass to the next taxiway.

I did all of this stuff while running on a maximum of six hours of sleep at night. The house that we were staying in was the nicest house I’ve ever seen, but I didn’t spend a lot of time there. I was in Wisconsin for *Airventure*, and I was determined to spend every possible moment at the air show. I would wake up every morning at 6:00 to take a shower, then catch the early car to the show grounds, spend the day at the show, and catch the latest car back to the house.

I can’t say that I was the most sleep-deprived person in our group. Janet Rizzoli was up until 3:00 a.m. folding t-shirts, and we have photographic proof of my dad sleeping underneath the Zero. Everyone worked hard at the air show, and spending way too much time with the other CAF members was part of what made my first trip to Oshkosh the memorable experience that it was. Without Oshkosh, I would never have learned that Roland is a really nice guy, or that Craig is the funniest person ever. And despite some minor (and hilarious) personality conflicts, I think everyone had a great time.

Editor’s Note: The author, Jennifer, her sister Jessica, and their dad Greg Bauman were in the contingent of CAF-SoCAWing members and friends who trekked to Oshkosh, Wisconsin to work at our booth at Airventure 2011 – the EAA’s legendary air show. The P-51 had to stay for awhile at Oshkosh for repairs to a “collar” on a prop blade.

Ken Gottschall and Jason Somes were our pilots, who flew the P-51 and the Zero respectively. Janet Rizzoli rode the back seat of the Mustang with Ken to the “Thunder Over Michigan” air show, where they sold rides, and then on to Oshkosh. Sheryl O’Neil rode with Ken from Fond du Lac to Oshkosh alongside CAF’s “FIFI.” Others were: Steve Barber, Sr., Craig Bennett, Roland Fogel, Shari Heitkotter, Rosie Maldonado, Eric Fischler, & Tom Ridderbush.

Wing Photo Page I



© Photo by Avery Willis

Members of the 474th Fighter Group with the plane they flew in WWII – saluting the CAF, their host for the “Wings Over Camarillo” air show on August 20, 2011.



© Photo by Avery Willis

The 474th F.G reunion members enjoying the air show.



© Photo by Dave Flood

Joe Moser, 474th F.G. P-38 pilot of WWII, and author of “A Fighter Pilot in Buchenwald,” speaking at the 474th Fighter Group Association Reunion banquet. Avery Willis is the president of the association.



© Photo courtesy of Steve Barber, Jr.

The Barber Boys – Steve, Jr. (right), uncle Gary (l.) and dad Steve, Sr. They have umpteen years in CAF, and have contributed generously of their time, talents and finances to make our Wing one of the best in the CAF.



© Photo by Steve Barber, Jr.

The newest Barber Boy is Jake, born August 12, 2011. Proud parents are Holly and Steve Barber, Jr.



© Photo by Steve Barber, Jr.

Another Barber Boy, Luke, helping his new little brother with his pacifier. Luke was one on August 1st.

Museum Update

by John Woolley

Display and Artifacts Unit

This month we are highlighting the Display and Artifacts Unit led by Shirley Murphy and supported by Ron Fleishman, Jim Hinkleman and Charlie Carr. The unit has been in a transition phase characterized by a rearranging of display cabinets and the establishment of a panel wall that will protect the interior of the display area while increasing display space. The future renovation of this area will encompass an enclosed, climatically-controlled interior hangar structure.



© Photo by John Woolley

Shirley Murphy, Ron Fleishman and Jim Hinkelman developing new displays for our museum.

The goal has been to create a flowing chronological timeline of aviation history from the Wright brothers through modern times, with an emphasis on the role of military aviation of the WW II era (1939-45) - while recognizing the Korean and Vietnam experiences. New items are being brought out of storage and displays re-arranged to reflect the wide range of artifacts that have been collected over the years. A more professional style and re-arrangement of artifacts, models, and photo's is being sought that will best reflect the wide range of our rich collection of memorabilia. The challenge is to adhere to display themes relative to accuracy of timeline and scale on a rotating basis.



© Photo by John Woolley

Shirley and Charlie Carr positioning a display case.

September 1, 1950

by Clifford Brown

September 1, 2011 will come and go quietly this year - unlike that date in 1950, which marked for me the start of the Korean War.

The day before September 1st I was a few weeks fresh out of high school. I had just been turned down by the Army because of my vision. The Recruiting Sergeant had said "Kid with your eyes you won't be drafted even if there was a war." Yet I was a Sergeant in the California National Guard while still in high school making \$36.00 a month for a few hours drill each week playing soldier. I was "fat, dumb and sassy". At that time, State National Guards could not be activated unless Congress declared war. Actually, I was skinny, dumb and sassy. I was enrolled as a freshman at Valley Junior College in Van Nuys. I had no worries.

On September 1, 1950, then President Harry S. Truman activated the California National Guard 40th Division and the Oklahoma 25th Division National Guard. The United States started gearing up for a war that we were in the process of losing. A little over a year later, I was living in a hole half-full of snow on a mountain top south of the 38th parallel in the center part of Korea - with people shooting at me. I was no longer playing soldier, I was one. This was the real deal. Unknown to me our Museum Director's older brother was in my unit.

From January till July I served in a Field Artillery Battalion Headquarters, assisting the unit Intelligence officer collecting information to "run" the war. I directed a few fighter strikes on enemy positions. I collected and plotted, in detail, the locations of our positions, as well as the Chinese's positions.. I became the go-to-guy to answer the question "how are we doing?" I was cold, hungry, unwashed, scared, home-sick and miserable. I was a very poor shot, so I carried a couple of hand grenades in case I came close to any Chinese. Oh... and I was dumb, too.

Recently, looking over my letters home, maps and photographs, it dawned on me that I was there when history was made. But, it's almost like I slept through it because it didn't seem very history-making at the time.

To this date, the Korea War is not over. Only an armistice exists. Unlike the scorn heaped of the Vietnam vets on their return, the response Korean War vets got was "haven't seen you around recently, have you been gone?"

Old soldiers talk about their wars and how difficult they were and I'm not any different. The Korean War, my war, lasted 3 years and there were 68,000 casualties. A polite way of saying "killed." The Vietnam War lasted 12 years with 68,000 casualties, and the Iraq War lasted 7 years with 5,000 casualties.

Go figure.

Wing Photo Page II



© Photo Courtesy of Jim Stirone

Col. Jim Stirone, one of our newer members, arranged a videotaping session with seven of our “Vintage Vets.” Jim’s daughter Shannon and her fiancée Tylor Norwood interviewed and videotaped the seven .



© Photo Courtesy of Jim Stirone

Here are four of the “Vintage Vets” – from left, Joe Peppito, Bill Main, Alex Ferrasci, and Ken Kramer. The other three “VVs” were Russ Drosendahl, Jim Hinckley, and Bob Smith.



© Photo Courtesy of Jim Stirone

Here’s Bob Smith during his video interview. A DVD will be made by Shannon and Tylor, which will include the interviews along with still photos from WWII.



© Photo by Janet Rizzoli

Here’s the Zero Team modeling their new Zero tee-shirts. From left: Yoshi Abe, Ricky Chen, Eric Zine and Dan Calderone. The new shirts are available in the Gift Shop. Agents: the team is available for modeling.



© Photo by Janet Rizzoli

Zach Ramzi and Shari Heitkotter model the new Mustang tee-shirts.

Janet Rizzoli, an active newer member, is the force behind the design and development of the shirts and caps. She, along with one of Tom Ridderbush’s (also a new member) artists developed the designs. Tom’s company (Image Stuff) is screen-printing the series of new shirts and is also graciously donating all of the artwork.

Both the Zero and Mustang shirts retail for \$20 in sizes S, M, L, and XL. Size 2XL is \$22; and size 3XL is \$24. Member prices are 40% off (\$12, \$13.20, and \$14.40). Matching caps are also available: \$20 retail and \$13 for members (35% off- just enough to cover cost). Colors are: A6M3 Zero: green; P-51 Mustang: black.

Coming soon will be shirts and caps for the Bearcat, Hellcat and SNJ-5 #290 – and eventually all aircraft. They will be equally very colorful and classy – a tribute to our warbirds, and a must-buy for all our members.

Order yours now by calling (805) 482-0064. You may use your credit card – there will be an extra charge for shipping. You may also pick them up at the Gift Shop.

Reflections On “Wings Over Camarillo” Air Show

by Bill Guzman

I am not a photographer, but was lucky to get this shot.



I've had the pleasure to have seen many planes in action, such as the A-7, A6, F-4, A-1 Skyraider (Sandy) and a USAF F-111 doing what they were supposed to do. Worked at PT Mugu for 33 years, I saw the first F-14, first F-18, and first US Marine's Harrier. I also saw the last F-8 take off from Mugu, and attended the ceremony for the last F-14 to leave. The list goes on...

Many members of the CAF - Southern CA Wing came to Pt. Mugu because of the F-14 program. My wife was a software engineer for the F-14 system. She worked with Norm Swagler.

But seeing all of the WW II vintage planes fly at the “Wings Over Camarillo” air show at [Camarillo Airport](#) made me feel as if I were born in the wrong era. My grandson and I always have a great time at the air show, and at the end we both dream. He is 8 years old.

[Seeing the PBJ standing on her own “shoes” and seeing her new wiring was a real treat.](#)

As we were walking the tarmac, there it was - a US Army Raven (see picture). It did not fly at the show, but there it was. [I once rode in one of those planes, actually twice.](#) That is the plane that got me interested in flying, It is an amazing plane.

Many thanks.



“Stealth” Zero Unmasked

by Dave Flood

Just before the “Wings Over Camarillo” air show, Steve Barber, Sr. flew to CMA from Van Nuys with a plane that looked very familiar. It resembled our Mitsubishi A6M3 Zero- Model 22, only its colors were a little different. The red “meatball” did not have a white circle around it, and the tail marking was “A1-112.”



© Photo by Dave Flood

It is reputed to be a “sister-ship” to our A6M3-22 #3869 – N712Z - tail marking X-133. Its manufacture number is 3858 and its N # is 553TT. It was rebuilt, from several Zeros found in New Guinea, in Russia, just like ours – for the Santa Monica *Museum of Flying*. Returned to the U.S., it was issued an airworthy certificate on Feb. 17, 2000.

In April, 2008 it was offered for sale for \$1.9 million. On March 17, 2009 it was re-registered with the FAA as N553TT by Bob Hannah Aviation, LLC, Caldwell, ID, and was listed as “sold” in November, 2009.

It flew, alongside our Zero, in the “Wings Over Camarillo” air show, and thrilled thousands of spectators – knowing that they were seeing two of the four Zeros in the world that are flying!

It is scheduled to go up to Anchorage, Alaska to a new museum next spring. We expect that it will reside with us until then. It is a terrific addition to our warbird collection!



© Photo by Dave Flood

**Masahide Ishizuka, the owner of the Zero.
He lives in Christchurch, New Zealand.**

Wing Photo Page III



© Photo by Janet Rizzoli

Our P-51 Mustang “Man O’ War” ready and waiting for rides at the “Thunder Over Michigan” air show in Ypsilanti, Michigan.



© Photo by Janet Rizzoli

Janet Rizzoli rode all the way to Michigan with Ken Gottschall, the pilot, in the P-51 Mustang, and helped sell rides and tee-shirts at the show.



© Photo by Janet Rizzoli

Our P-51 Mustang “Man O’ War” was on the flight line right next to a Bell Helicopter/Boeing Tilt-Rotor V-22 Osprey. Note our Zero ready for take-off. Janet flew in the back seat of the Mustang again from Michigan to Fond du Lac, Wisconsin, where we again sold rides in the P-51 during the EAA’s *Airventure Air Show*.



© Photo by Sheryl O’Neil

Sheryl took this photo from “Man O’ War” flying formation with three other CAF P-51s – escorting the CAF’s B-29 FIFI into *Airventure* at Oshkosh.



© Photo by Max Rawlings

Here’s a shot of the four Mustangs taken from the B-29 FIFI by Max Rawlings, CAF Col. #24517, from Salt Lake City, Utah. Thanks to Sheryl O’Neil, who got these photos from Max.



© Photo by Max Rawlings

Another view of the escorting P-51s flying with FIFI from Fond du Lac into Oshkosh. Quite a spectacular entrance for the CAF into *Airventure*.

Air Show Volunteers

China Doll Tours

Lead: Walt Metcalf

- Dick Troy
- Ken Wright
- Dan Schranze
 - Tom Roe
- Paul Kleinbaum
 - Len Canter
 - Don Sable
 - Tom Harlan

PX

Lead: Janet Rizzoli

- Jaime Cuvier
- Annette Watson
- Tom Watson
 - Bill O'Neill
- Ceci Stratford
- Barbara Duffin
- John Woolley
- Greg Mead
- Paul Kleinbaum
 - Sally Phelps
 - Terry Chen

Membership and Rides

Lead: Pat Brown

- Cliff Brown
- Russ Drosendahl

Photo Ops

Lead: Sheryl O'Neil

- Jim Hinkelman
- Dan Cuvier
- Doc Witten
- Walter Johnson
- Sharon Dwyer
- John Woolley
- Chuck Williams
- Mason Matzke
- Sarah Hartman
 - Len Canter
 - Charlie Carr

Security

- Shirley Murphy
- Al Watts
- Lois Watts

Admissions/Entrance

Lead: Paul Kleinbaum

- Stephanie Tagliaferri
- Sharon Dwyer
- John Woolley

General Assistance

- Greg Mead
- Oxnard City Corps – 12 volunteers
- Jim Hinkleman

Ramp / Aircraft Moving

Lead: Tim Kutzbach

Steve Barber, Jr.
Craig Bennett
Dustin Gelbard
Shari Heitkotter
Joe Kirksey
Dan Newcomb
Zach Ramzi

Wow!

A total of 60 hard-working volunteers who helped to make our 2011 "Wings Over Camarillo" Air Show the best ever!

Many thanks to all of you, and to those of you who we may have overlooked. We know "many hands make light work," and we appreciate all the help from so many members during the two days of the show.

We also appreciate all the help from the 12 members of the Oxnard City Corps.

The financial receipts from China Doll, Rides, Photo Ops, and from the gala dinner/dance on Saturday were outstanding, and will go a long way to helping the Wing's many projects!

Wing Photo Page IV



© Photo by Sheryl O'Neil

Here's CAF's B-29 FIFI on the *Airventure* flight line at Oshkosh, with thousands of fans ready to take a tour through her. She is the only flying B-29 in the world.



© Photo by Sheryl O'Neil

Our booth set up to sell rides in the P-51 Mustang "Man O' War" in Fond du Lac, Wisconsin - about 20 miles south of Oshkosh - out of the heavy air traffic.



© Photo by Sheryl O'Neil

Janet Rizzoli (left) and Sheryl O'Neil at their posts to greet *Airventure* attendees and tell them the story of our Mitsubishi A6M3 Zero - one of only four flying in the world.



© Photo by Sheryl O'Neil

Janet Rizzoli and Jessica Bauman under the Zero's wing - selling our new Zero tee-shirts. Note the water bottles - it was hot! But, with specially-honed sales techniques, the shirts were sold out!



© Photo by Sheryl O'Neil

Here's an ecstatic young man from Japan who could not believe his fortune in getting to see an actual Zero - and then to get an authentic Zero tee-shirt besides!



© Photo by Sheryl O'Neil

Col. Jason Somes (right) visiting with 91-year-old Robert Streholw of Green Bay, WI, with his daughter Kim Clabots. Robert was a B-17 ball-turret gunner in WWII - 728th Bomb Squadron, 452nd Bomb Group. He completed 27 missions from Deopham, England.

Wing Photo Page V



© Photo by Dave Flood

Artist Sheryl O'Neil putting last-minute paint touches to the Fokker Triplane – readying it for photo ops during the “Wings Over Camarillo” air show. Didn't Michelangelo also paint on his side and back?



© Photo by Dave Flood

Our F8F-2 Bearcat and Yak-3 ready for take-off for a check ride the day before “Wings Over Camarillo.”



© Photo by Dave Flood

Here's what the air show is all about – a couple with their kids having fun seeing all the warbirds. The plane is a beautifully-restored Douglas AD-5-A1 Skyraider, owned by Jim Slattery and flown by John Muszala.



© Photo by Dave Flood

Two aspiring pilots visiting our air show pose in front of the most unusual aircraft at the show – the Northrop flying wing from Planes of Fame in Chino.



© Photo by Dave Flood

Our North American PBJ-1J was out of the hangar, and looking real good. People could see the progress made since the 2010 show. Her tail is on, a wing is attached, engines have been hung (one is in the shop), and a tremendous amount of wiring and cable work has been accomplished inside.



© Photo by Dave Flood

Our “Mother Bird,” the C-46 Commando “China Doll,” spreading her wings and welcoming show attendees.

Wing Photo Page VI



©Photo by Dan Newcomb

Col. Tom Camp's FM2 Wildcat "Air Biscuit" N86572 out of Hayward, CA. A beautiful bird, and a welcome addition to our "Wings Over Camarillo" air show.



© Photo by Dan Newcomb

The legendary Condor Squadron, including our own Col. Chris Rushing, doing what they do best – beautiful formation flying. They continued their precise formation flying during much of the show.



© Photo by Dan Newcomb

Clay Lacy thrilling the crowd at "Wings Over Camarillo" in Joe Clark's fantastic Grumman F7F-3, with a low-level pass with plenty of smoke.



© Photo by Dan Newcomb

Coming right at you! Our North American P-51D "Man O' War" and our Spitfire Mk XIV. What great representative of two of the most effective fighters in WWII in the European Theatre.



© Photo by Dan Newcomb

Our "Wings Over Camarillo" air show would not be complete without the B-25 "Executive Sweet." Ain't she sweet? With 13 .50- calibre machine guns, the Japanese & Germans didn't think so.



© Photo by Dan Newcomb

This TBM Avenger, N7001C, is from the Lauridsen Collection. Our late member CDR Don McMillan, USN (Ret.) flew TBMs in VT-19 off the USS Lexington – earning the Navy Cross for sinking the carrier Zuikaku.

Wing Photo Page VII



© Photo by Dan Newcomb

Two of the four flying Zeros in the world were at our “Wings Over Camarillo” air show! Here they are, lining up with the TBM – ready to fly together for a memorable flight.



© Photo by Dan Newcomb

The reuniting WWII P-38 pilots of the 474th F.G. were thrilled to see the Planes of Fame’s P-38 “23 Skidoo” do some low-level passes. The other P-38 at the show was the Allied Fighters’ N7723C, flown by Jeff Harris.



© Photo by Dan Newcomb

Always a crowd favorite, the F-4U “Corsair” performed beautifully – it’s the Planes of Fame’s No. 83782.



© Photo by Janet Rizzoli

Our two jeeps and personnel carrier on display at “Wings Over Camarillo” air show. We sold photo ops in the jeeps and did quite well. Kids love to have their picture taken manning the .50 calibre machine gun!



© Photo by Janet Rizzoli

Our newly-painted Navion static-display aircraft was set up for photo ops during the show, and quite a few people took advantage and had their pictures taken in the cockpit. Thanks to Paul Gnitke and Dan Cuvier for their work in sprucing up this plane for display.



© Photo by Janet Rizzoli

“China Doll” was a major money-maker for the Wing during “Wings Over Camarillo,” and her left wing created a great shady spot for our “PX” to operate, with new tee-shirts and caps, and plenty of model airplanes for the kids on sale.