

Flight Line

The Official Publication of the CAF

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

Vol. XXX No. 12

December, 2010



Merry Christmas To All !

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



Col. Steve Barber, Sr. – Wing Leader, 2011/2012



**Col. John Woolley
Executive Officer, 2011/2012**



**Col. Ken Gottschall
Maintenance Officer, 2011/2012**



**Col. Shari Heitkotter
Safety Officer, 2011/2012**

Four new Wing Staff Officers were elected on November 17, 2010, to serve during the years of 2011 and 2012. See Page 3 for details on the new officers.

**Wing Staff Meeting, Saturday, December 4, 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.](#)

December 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Museum Open 10am to 4pm Every Day Except Monday and major holidays			1	2 Work Day Christmas Party 6:00PM	3 Docent Meeting 3:30	4 Work Day Wing Staff Meeting 9:30
5	6 Museum Closed	7 Work Day Pearl Harbor Day	8	9 Work Day	10	11 Work Day
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 Christmas Eve	25 Christmas Day Museum Closed
26	27 Museum Closed	28 Work Day	29	30 Work Day	31 New Year's Eve	

STAFF AND APPOINTED POSITIONS				IN THIS ISSUE	
Wing Leader	* Shirley Murphy	(805) 482-6406	sdmurphy07@verizon.net	Wing Calendar	2
Executive Officer	* Dick Troy	(805) 624-6971	Konvair@aol.com	Staff and Appointed Positions	2
Adjutant	* Terry Cedar	(805) 570-8048	tac1966@msn.com	Wing Leader's Report	3
Finance Officer	* Casey de Bree	(805) 389-9185	scdebree@aol.com	New Wing Staff Officers for 2011/2012	3
Operations Officer	* Jason Somes	(818) 292-4646	nbnh@aol.com	In Memoriam: Ross Knudsen	4
Maintenance Officer	* Ken Gottschall	(818) 439-5885	kgts@netzero.com	Air Force Pilot Solos	4
Safety Officer	* Norm Swagler	(805) 482-6994	nrswagler@live.com	Jerry Boucher: Aviation Artist	4
Museum Manager	John Woolley	(805) 407-4800	jwools@sbcglobal.net	U-Boat Patrol By The CAP: WWII	5
Gift Shop Manager	Jim Tierney	(805) 522-7067	jirneriet@aol.com	End of an Era: Boeing Plant II Closes	6
Public Info Officer	Pat Brown	(805) 479-2221	(no e-mail)	Wing Photo Page I	7
Hangar Event Mgr	Stephen E Barber	(805) 223-1077	barber.stephen@gmail.com	CAF Individual Awards	8
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Friends Coordinator	Ceci Stratford	(805) 630-3696	cecipilot@sbcglobal.net	Wing Photo Page II	9
Air Show Officer	Jason Somes	(818) 292-4646	nbnh@aol.com	Museum Manager's Report	10
Air Show Coordinator	Bill O'Neill	(805) 495-4915	scwairshow@aol.com	Hangar Fund Donors	10
Facility Officer	Al Kepler	(818) 352-4318	kepler53@yahoo.com	Next Museum Special Event	10
Personnel Officer	Norm Swagler	(805) 482-6994	pswagler@hotmail.com	WWII Battle Operations Codes	10
Historian	Ron Fleishman	(805) 384-4426	oldplanec46@aol.com	Wing Photo Page III	11
Training Officer	Joe Peppito	(805) 498-4187	jocafpeppo@msn.com	USAAC & RAF Planes on US Carriers	12
Collections Manager	Jim Tierney	(805) 522-7067	jimerniet@aol.com	Naval Aviation Centennial 2011	13
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HANGAR PHONE (805) 482-0064 HANGAR FAX (805) 482-0348 WEBSITES www.cafsocial.com www.orgsites.com/ca/caf-social				Submittal Deadline - 15th of the month Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501	

* Denotes Staff Position

Wing Leader's Report

by Shirley Murphy



As this year ends, so does my tour of duty as your Wing Leader.

This year has held many challenges. The troubled economy has resulted in an increased challenge both for our Wing's survival and continued improvement.

We have obtained the final, long-overdue signoff by the Ventura County Fire Dept. for the firewall in the Maintenance Hangar.

This year has seen the successful deployment of our Zero to New Zealand and safe return while being covered by a full and binding contract.

We have seen our Spitfire fly and the recent addition of the "51" to our Wing.

The continued dedication and hard work of our members has resulted in a promising future. I look forward to continuing my work with the museum displays. Our artifacts represent the soul of our country's military history.

And finally, the blue bird that I painted on the Maintenance Hangar fire wall represents our members who have "Gone West". God Bless them all.

Wishing you and yours, Fair Winds and Following Seas in 2011.

With deepest respect,

Shirley Murphy
Wing Leader – 2010

New Wing Staff Officers For 2011/2012

Ron Fleishman, Sib Bosso and Jim Hinckley of the Wing Election Committee announced the winners of the Wing Staff Officer elections at the annual Christmas Party, held at the Wedgewood Banquet Center in Ventura on December 2, 2010.

The Election Committee reported that a record eighty-four Members voted in the election.

The winners were:

Col. Steve Barber, Sr. – who is our new Wing Leader for the 2011/2012 term.

Col. John Woolley – Executive Officer

Col. Ken Gottschall – Maintenance Officer

Col. Shari Heitkotter – Safety Officer

Steve Barber, Sr., who has served on the CAF General Staff for eleven years, was Chief of Staff in 2003. He has been our Wing Leader on two other occasions.

Steve is a Senior Vice President of Investments for Stifel Nicolaus & Company, Inc. He has two grown children, Stephen, Jr. (32) and Shellie (40), and a new grandchild, Luke Wilson Barber (4 months). His wife, La Tanya, worked for CAF at HQ in Midland for six years.

Steve pledges to continue to recruit new members; to build a new hangar and a world-class aviation museum as planned. He wants to improve our Wing's financial standing. In addition to the above, he still wants us all to have fun.

John Woolley is also our Museum Manager. John is a retiree from the CA Community College System, having been a Vice President, Student Services at Ventura College. He is currently on the boards of the Ventura College Foundation Executive Board; Ventura United Way; and the Boys & Girls Club of Ventura.

John wants to be a part of the expansion and growth of our Wing, and feels that his professional and personal experiences will be helpful to move our Wing forward.

Ken Gottschall is the Director of Maintenance for a Gulfstream IV in Burbank. He has been serving for the past few months as our interim Maintenance Officer. His goals are to maintain and restore the Wing's aircraft in our collection to ever-increasing higher standards.

Shari Heitkotter is a Biologist for the California Department of Fish and Game, working in the Mojave Desert of eastern Kern County. She is experienced in ramp control, movement of aircraft, and overall hangar safety.

Congratulations to all the new Wing Staff Officers !

In Memoriam: Ross Knudsen 1933-2010

An old friend and member of our Wing passed away October 4, 2010 at the age of 77.

Ross Knudsen was born September 9, 1933.

Ross joined CAF in October, 1980, and became a member of the Southern California Wing in 1981. His Colonel number is 6854, and his Life Member number is 730.

He was a sponsor to the C-46 on June 15, 1981 (\$3,500) and the PBJ-1J (B-25J) on March 9, 1993 (\$3,500). Ross also contributed to our fundraising needs many times.

Ross was an active member on Saturdays for over twenty years, from our Wing's beginnings, and went to most air shows during those years in our C-46 "China Doll." We remember him standing during the entire flight, sometimes with his head in the navigator's bubble.

He drove a fuel truck at CAF AIRSHOS in Midland, Texas for many years.

Ross has "Gone West" quietly. We will miss him. RIP.

Jerry Boucher: Aviation Artist



Have you noticed the very cool tee shirts for sale in our Gift Shop, with the illustration of our Bearcat on one, and our Hellcat on another?

The illustrations are the work of a very fine aviation artist, Jerry Boucher, who donated the illustrations to our Wing for use on the shirts.

Jerry humbly sends this short bio:

"I was born in 1969, and was never very far from aircraft as I grew up in various places within the flight path of the base at RNAS Yeovilton. I've always had an interest in the depiction of aircraft. I started focusing on aviation art in 2000 – 2001, and since that time have created a variety of work for both books and model box art. I have a predilection for the more 'obscure' aircraft types. When I'm not creating artworks, I teach other skills at degree level at several universities in London."

Thanks to Jerry, and to Jonathan Ingoldsby for finding him.

Air Force Pilot Solos

by Dave Flood



2Lt Chris Pezzini in his T-6A Texan II Trainer

My nephew, 2 Lt Chris Pezzini, USAF, earned his solo certificate in the new turbo version of the T-6A training plane at Columbus, MS. He was "Top Gun" in his class.

Here is the text contained in the memorable certificate awarded to Chris on July 14, 2010:

Solo Certificate

**The
41st
Flying Training Squadron**

Let it be known and made a matter of record that:

2 Lt Christopher M. Pezzini

on the 14th day of July, 2010, did, with reckless abandon and complete disregard for Newtonian physics, slip the surly bonds in one GI Type Tango 6A Texan II and, with a dazzling display of aerial proficiency, solo an Air Force aircraft.

With aforementioned abominable aircraft strapped tightly to a severely hyperventilating body, this student defied gravity, cheated certain death, and otherwise leapt into the wild blue in a glorious combination of mortal and machine.

In complete and total rapport with an aluminum hummingbird, this student did, with one hand squeezing the stick and the other trembling on the throttle, escape contact with terra firma, to lift this screaming machine high into the blue delirium, only to hurtle it repeatedly earthward.

It is, therefore, with tears in our eyes, and fear of certain violation, that we, the undersigned, do hereby attest that this deed was did.

**Kelly R. Holbert, Lt. Col.
Commander**

**Jeremy D. Schuld
LeMay Flight Commander**

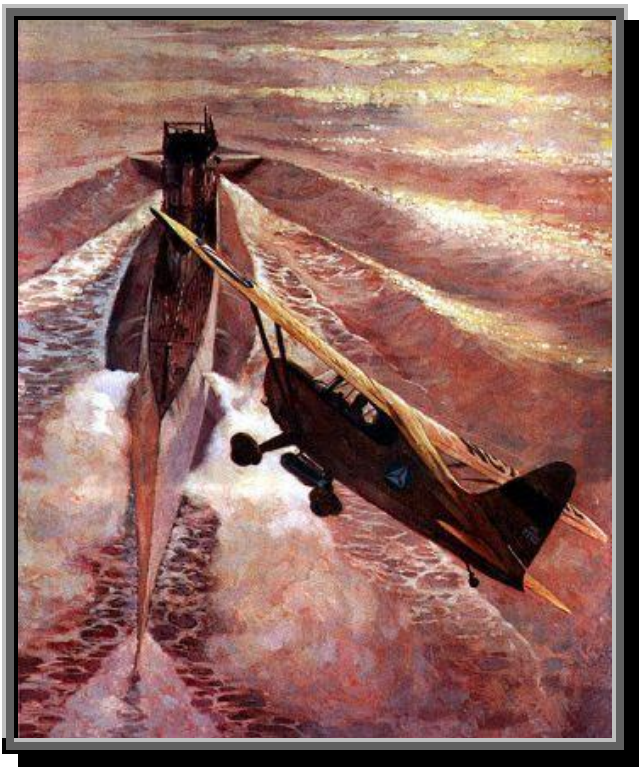
**John D. Waters, 1 Lt.
Solo IP
41st Flying Training Squadron**

U-Boat Patrol By The CAP: WWII

An organization of volunteer civilian pilots and support personnel, the Civil Air Patrol (CAP) was formed just days before the Japanese bombed Pearl Harbor. In the aftermath of the attack, the federal government prohibited all civilian flights except airline flights. Some of the first planes allowed back into the sky a few days later were those of the CAP. In a short time, the CAP was helping fight the enemy that lurked just off America's shores.

Credit for creating the Civil Air Patrol goes to Gill Robb Wilson, a former WWI pilot and president of the National Aeronautics Association. Wilson had visited Germany in the mid-1930s and saw how the Germans were preparing for war. He became concerned that the United States was not ready to deal with threats from overseas. Wilson developed an idea for mobilizing America's civilian pilots into a corps of "flying minutemen." In 1941, he pitched his idea in Washington, D.C., and gained the support of Army Air Corps commander Major General Hap Arnold and key members of his staff, along with a number of prominent private citizens.

In time, the idea became a reality, and President Roosevelt founded the Civil Air Patrol by executive order on December 1, 1941. It was placed under the authority of the Director of the Office of Civilian Defense, Fiorello LaGuardia – another former WWI pilot and a former mayor of New York City. Maj. General John Curry was appointed the first national commander, and the CAP was organized into wings, with one wing per state.



German submarines began attacking shipping off the eastern coast of the United States in January, 1942. America was poorly prepared for the onslaught. Cargo and

tanker ships often steamed with their lights on, advertising themselves as sitting ducks. East Coast cities, not consistently blacked out at night for several months after the war started, stood there aglow, easy targets and landmarks for the enemy U-boats. Meanwhile, the Navy and Coast Guard had few ships available for anti-submarine duty.



As shipping losses increased, the government sanctioned the CAP to patrol the coast for a 90-day trial period. The oil companies chipped in \$25,000 toward the effort, and the CAP established three coastal bases. Base 1 in Atlantic City, NJ; Base 2 in Rehoboth Beach, DE; and Base 3 in Lantana, FL. The trial succeeded, and 18 additional bases were established along the Atlantic and Gulf coasts.



Civilian CAP pilots ready for a sub-hunting mission.

Each plane had two people on board: a pilot and an observer. The observer handled the radio, and both men searched for subs. During the 18 months the CAP flew coast missions, it lost 90 planes and 26 men in the sea.

At its peak in 1944, the CAP had 125,000 members and 45,000 pilots. Fifty-seven CAP members died from accidents, including the 26 who died while flying coastal patrol. Officially, the CAP is credited with spotting 173 submarines and attacking 57 of them with bombs or depth charges. Our hats off to the CAP, which exists today!

Note: Our own Dan Cuvier is an active member of the CAP, and Gary Barber's dad was a CAP pilot in WWII, flying out of the CAP base in Biloxi, MS.

End of an Era: Boeing Plant II Closes

Early Saturday morning in a rainy Seattle – 0300 hours local time – the location: Boeing’s historic Plant II – about to be torn down after three quarters of a century producing thousands of the most significant and historic airplanes ever built.

In preparation for demolition, three airplanes that have been undergoing Museum of Flight restoration in the factory’s assembly bays will have to be moved. Just as in days past, with lights and images reflecting off the wet pavement, the last three airplanes are rolled out. The giant hangar doors are raised, the tugs and towbars are hooked up, and, with lights flashing, they are moved out of the factory and onto the historic ramp – where so many have gone before – then across East Marginal Way and out onto Boeing Field.

They are the last airplanes to roll out of these doors...ever.



The first out isn’t even a Boeing airplane – but rather a Lockheed Super G Constellation, a plane that flew for Trans-Canada Air Lines. The Connie is destined for the Air Park, next to Air Force One, after a Plant II stay of a year and three months.



Next out is a Boeing B-17 – especially heart-tugging as she is the last B-17 to roll out of these doors. Boeing built 6,981 B-17s in this factory during WWII, at a peak rate of 16 per day. You could say that they built 6,981 and rolled

out 6,982 – including this last plane – 65 years after her last sister.



Finally, a Boeing B-29 Super Fortress rolls out under the raised hangar doors and out into the dark and wet night. The very last airplane that will ever roll out from this storied factory is the B-29 – the “last of the last.”



The now-empty factory bays sit silently awaiting their fate. Everyone present knew they were witnessing history unfolding in front of their eyes. More than a few tears ran down more than a few cheeks, mingling with the soft Seattle raindrops.



In April, 1944, sixteen B-17 Flying Fortress bombers are produced in Boeing Plant II – that day, and every day! The B-17 was one of the best planes built in WWII.

Thanks to Dick Burre & Avery Willis for sharing this story.

Wing Photo Page I



© Photo by Frank Mormillo

The CAF Headquarters in Midland, TX staged their annual AIRSHO 2010 on October 8 – 10, 2010. Here is our F6F-5 Hellcat performing at the show, with Col. Mark Hubbard (CAPT, USN) in the cockpit.



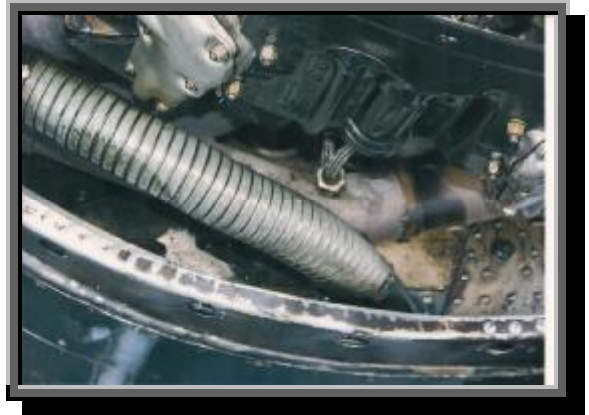
© Photo by Frank Mormillo

Our F8F-2 Bearcat flying formation with the CAF – Rocky Mountain, CO Wing's TBM Avenger. Col. Bob Thompson, a member of both the Rocky Mountain Wing and our Wing, is in the cockpit of the TBM.



© Photo by Frank Mormillo

Col. Jason Somes, our Wing Operations Officer, flying our Bearcat at Midland's AIRSHO 2010.



Can you spot the small visitor taking up temporary residence within the F8F-2 Bearcat engine?



© Photo by Dave Flood

Cadets Griffin Howd and Conner Greenslit working with Lloyd McAfee and Wil Lorenzini on one of our tugs.



© Photo by Dave Flood

Three of our Cadets taking a break on the tug with Shari Heitkotter: Eric Fischler, Jennifer and Jessica Bauman. Joe Peppito is giving a class on aviation for our Cadets, and we'll be doing a story on that class in the near future. If you know of a young person thirteen years of age or older who would make a good CAF Cadet, please contact Norm Swagler.

CAF Individual Awards: 2010

At the October Wing Staff Meeting, Executive Officer Dick Troy presented the following CAF Awards:

Distinguished Service Award

Casey de Bree, Shirley Murphy
Russell Drosendahl

Distinguished Maintenance Award

Keith Bailey, Alex Ferrasci
Wayne Brancato, Les Bedding

Silver Magnolia Blossom Award

Ron Fleishman

Unit Service Award

James Hinkelman, Lloyd McAfee, Bill O'Neill
Jim Tierney, John Woolley

Individual Maintenance Award

Yoshimi Abe

Congratulations to these outstanding members



! © Photo by Dave Flood

Casey de Bree (right) receiving his Distinguished Service Award from Dick Troy. Casey does so many things for the Wing. He wears many hats, and does many jobs which enhance the quality of the Wing. We could not publish this newsletter without him.



CAF's Distinguished Service Award To: Col. Russell Drosendahl



© Photo by Dave Flood

Russ Drosendahl (left) with Exec. Officer Dick Troy

Citation:

Col. Russell Drosendahl

Is commended for extraordinary, meritorious and exceptional service to the Commemorative Air Force.

During his tenure as a member of the Southern California Wing, Colonel Drosendahl has consistently displayed the ability to communicate to our visitors the mission of the Commemorative Air Force.

Additionally, "Russ" has donated many thousands of dollars for whatever project was in need at the time. He cheerfully does this on a regular basis.

He also was a primary pilot on our Wing's C-46 "China Doll" and has flown the Wing's SNJ-5 No. 290. Currently Russ is a Docent in our Aviation Museum, where he greets each guest as if he were welcoming them into his home.

Colonel Drosendahl is also a walking encyclopedia on World War II and is able to communicate the story of this great conflict to schoolchildren in a manner they can relate to and understand. "Russ" is always cheerful and happy to assist on any project.

Colonel Drosendahl is a true American patriot, and has been of great benefit to the Commemorative Air Force by his "can-do" attitude, impeccable character and unbounded enthusiasm.

For his extraordinary effort and dedication to the goals and objectives of the Commemorative Air Force and the Southern California Wing, Colonel Russell Drosendahl is hereby presented the Commemorative Air Force Distinguished Service Award.

By Order of: Stephan C. Brown
President, Commemorative Air Force

Wing Photo Page II : Halloween Hijinks



© Photo by Ron Fleishman

A couple of phantom pilots floated in and attempted to take off our beloved *China Doll*. Jim Hinkelman banished them from the cockpit.



© Photo by Ron Fleishman

One of the special "Sleeper Seats" provided during the Ghouls Night Out aboard our C-46.



© Photo by Ron Fleishman

How did these guys get through TSA security? Hmm. They look like they're already "bombed."



© Photo by Ron Fleishman

Didn't know we still had the ghost of an old Mines Field, LA Beacon Guard (he only comes out at night).



© Photo by Ron Fleishman

These Ghastly Gangsters were caught "gray" handed in trying to steal our Willys Jeep!



© Photo by X-Ray McGee

Here's the group called "Skeleton Crew" playing "Dem Bones, Dem Bones, Dem Dry Bones."

Museum Manager's Report by John Woolley



© Photo Courtesy of John Woolley

Laura Randis and Zack Entz, our Interns from CSUCI, flank John Woolley, our Museum Manager.

The Museum would like to feature our two interns from California State University, Channel Islands (CSUCI), Zack Entz and Laura Randis..

They have been greatly appreciated for the variety of assistance they have provided for Shirley Murphy and Jim Hinkelman in our Aviation Museum and our Military Aviation Reference Library, PX and with display/artifacts units.

Both Laura and Zack are history majors. Laura graduated from Granada Hills High School, with stops at Moorpark College and study abroad at Uppsala University, Sweden, before matriculating at CSUCI with hopes of going on to graduate school next year with the goal of earning a degree in Museum Studies .

Zack graduated from Exeter, CA High School - then earned an AA degree from The College of Sequoias prior to transferring to CSUCI.

Thanks to both Laura and Zack for a great job! We all wish you well and Godspeed in your future endeavors. We hope you will come back and visit us often!

Hangar Fund Donors

by Russ Drosendahl

Gary Barber - July
Russell Drosendahl - August
Stephen Doerfler - August

Many thanks to these members for their generous support of our Wing. We appreciate their continued donations to help us to "Keep 'Em Flying!"

To donate, please call Russ at 805-482-0064 on Fridays. Thank you!

Next Aviation Museum Special Event

A committee headed by John Woolley, Museum Manager, is currently planning on a Special Event to include both a Warbird Appreciation Day, with our Supermarine Spitfire Mk XIV the featured aircraft, and a remembrance of the pivotal Battle of Britain, the air war over England during the summer of 1940 that culminated in the Luftwaffe pulling back its planned destruction of Britain and Hitler canceling his grandiose dreams of controlling the European continent.

The Special Event is currently planned for sometime in March. We will be announcing the date and the lineup of events planned for the day. If you would like to help in the work entailed in putting on this important Special Event, please contact John Woolley and let him know of your willingness to participate.

A Gift From The Past

by Ron Fleishman

I once was told, "Open a book and information will tumble out." In this case, it was literally true.

I recently bought a small book at a swap meet. It dealt with WWII, and I felt it belonged in my library. When I got home and started to read it, out tumbled a small yellowed newspaper clipping. In 1945, someone felt that this was good information to know, and 65 years later...I agree.

So thank you, my unknown friend from the past. Thank you for sharing what was good news then and great history now.

Strategic Plans of The Allies Cloaked Behind Code Names.

Code names helped cloak the great strategic plans of the Allies in secrecy. They came to light tonight in the biennial report of General George Marshall, woven into his accounting of the campaigns in Africa, Europe, Asia and the Pacific.

One of them was Operation Sledgehammer, an attack that never came off. A plan for the diversionary assault on the French coast in 1942 or early 1943. It was intended for use as a desperate measure to relieve German pressure on the Russian front.

And then there was Operation Roundup, the designation for the first plan, in 1943, for a cross-channel invasion of Europe. That eventually became Operation Overlord of 1944, with its landing in Normandy.

Here are some of the other code names for operations:

- Torch** – The North African landings;
- Husky** – The invasion of Sicily;
- Avalanche** – The landings on the mainland of Italy;
- Anvil** – Southern France;
- Grapeshot** – The cleanup campaign in Northern Italy;
- Capital** – The Allied recapture of Burma;
- Galvanic** – The Gilbert Islands campaign;
- Flintlock** – The Marshall Islands;
- Forager** – The Marianas;
- Olympic** – The planned invasion of Kyushu, southernmost of the Japanese home islands;
- Coronet** – The projected invasion of the main island of Honshu.

Wing Photo Page III



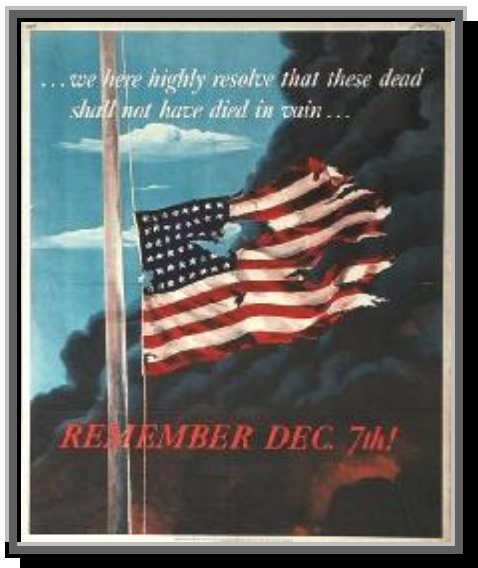
© Photo by Ron Fleishman

Paul Gnitke being congratulated by Museum Manager John Woolley for his completion of the restoration of a B-17 ball turret. Come in to our Aviation Museum and see Paul's handiwork. Kudos, Paul for a job well done!



© Photo Courtesy of Gene O'Neal

Gene O'Neal next to the CAF's fabulous B-29 FIFI at Long Beach Airport. Gene, who has experience in working on another B-29 in Wichita, went right to work on FIFI while she visited the AOPA meeting.



© Photo by Stephanie Tagliaferri

Thanks to Stephanie Tagliaferri, three Navy Chiefs from Pt. Mugu NAS have taken on the project of rehabilitating the Navion that was generously donated to our Wing by Arthur Garfield of Oxnard. The Chiefs are: ADC John Kraljic, ATC Luis Batrez and AEC Lawrence Walsh. We will keep following their work!



© Photo Courtesy of Ron Fleishman

Ron Fleishman, Wing Historian, and John Woolley, Museum Manager, with our F6F-5 Hellcat, the featured aircraft at our 2nd Warbird Appreciation Day.



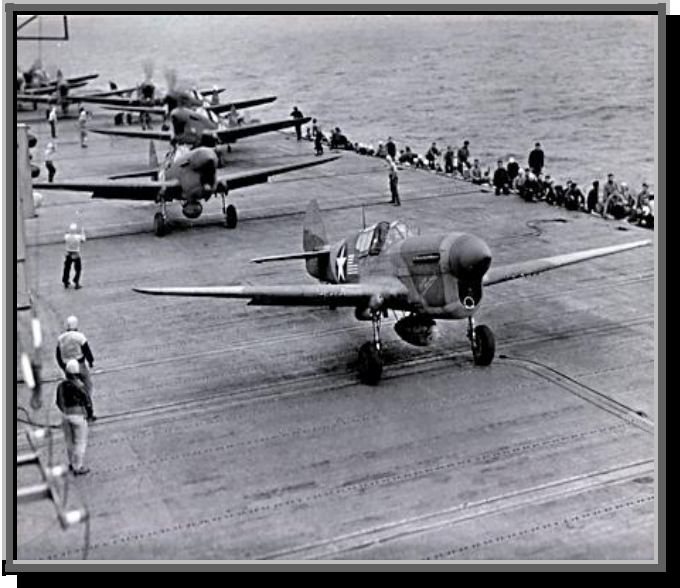
© Photo by Dave Flood

Our beautiful Bluebird! The SNJ-4 has a new paint job, in our tradition of favoring Naval Aviation. The "00" probably refers to everyone's volunteer salary .

USAAC & RAF Planes on US Navy Carriers: WWII

USS Ranger (CV-4) – 1942

Steaming to NAS, Quonset Point, RI, the Ranger loaded 68 Curtiss P-40 fighter planes and men of the USAAC's 33rd Pursuit Squadron and put to sea on 22 April, 1942. The Ranger launched the Army squadron on 10 May to land at Accra, on the Gold Coast of Africa (Ghana). She returned to Quonset Point on 28 May, made a patrol to Argentia, Newfoundland, then steamed out of Newport, RI on 1 July with another 72 Army P-40s, which she launched off the coast of Africa for Accra on 19 July.



Curtiss P-40 Warhawks preparing to take off from the USS Ranger (CV) – July, 1942

USS Langley (CV-1) – 1942

The Langley went to Freemantle, Australia to pick up Allied aircraft and transport them to Southeast Asia. Carrying 32 USAAC P-40 fighter planes of the 49th Pursuit Group, the Langley departed Freemantle on 22 February, 1942 and delivered the planes to Cilicap, Java.



USS Langley (CV-1)

USS Wasp (CV-7) – 1942



Spitfire Mk Vs being loaded aboard the USS Wasp

Forty-seven Supermarine Spitfire Mk Vs were loaded aboard the Wasp and ferried to Malta to help defend that island nation. They were equipped with external tanks to increase their range so that the Wasp and the accompanying British carrier HMS Eagle would not have to go too far into the Mediterranean – to avoid the lurking German U-Boats.

On 9 May, 1942, when the Wasp was in the extended range of Malta, it launched the Spitfires. The first to go was Sergeant-Pilot Herrington, who crashed and was killed when his engine failed. The other Spitfires took off in order, with the USN F4F-3 Wildcats flying cover. One of the Spitfire pilots, Sgt.-Pilot "Butterfingers" Smith, accidentally jettisoned his external tank. As a result, his choice was either to ditch or to attempt a landing back on the carrier. He had no carrier landing experience, and no tailhook – but he decided to give it a go. The Wasp went to full-ahead, and Smith landed safely aboard, stopping his plane 15 feet short of the end of the flight deck.



British Spitfire pilots conversing aboard the USS Wasp (CV-7) with the ship's captain.

Naval Air's Centennial Year: 2011



A modern Navy aviator looks at his Naval Air experience through the eyes of the first Naval aviator.

Next year we will be celebrating 100 years of Naval Aviation along with all the members of our U.S. Navy.

We will be covering various highlights of Naval Aviation history each month in *Flight Line* during the year, beginning with the story of the first takeoff and landing on a ship by an airplane, and a fascinating glimpse of an all-new replica of that type plane by a modern-day "aeroplane engineer."



From the first Navy plane, the Curtiss A-1 Triad, which operated from water and land alike...



To the newest experimental Navy fighter, the Lockheed-Martin F-35 *Lightning II*, which can hover, land on a dime, and attain supersonic speeds.

Another CAF: "The Combat Air Force"

By Sanford Hughes – from *The Pacific Flyer*



The Air Force's F-22 Raptor over Langley AFB

The USAF has announced that it is restructuring itself and creating an entirely new command – the "Combat Air Force (CAF)."

It was revealed in an outline of a new system detailed in a 21-page paper called "Securing the High Ground: Agile Combat Airpower." What this seems to mean is that it's combining many elements of its assets to provide a "construct" for "developing, planning and employing integrated combat capabilities for the Nation."

"The CAF is America's asymmetric advantage and the backbone of our Nation's security," said Gen. William M. Fraser III, commander of Air Combat Command and Combat Air Force lead. "Partnered with the Joint Force, our airmen provide strategic deterrence for our Nation, Allies and Coalition Partners, and, when required, fight and win conflicts with agile combat power."

A spokesman for the USAF said, "The CAF's mission is: To Fly, Fight and Win – integrating capabilities across air, space and cyberspace to deliver precise coercive effects in defense of our Nation and its global interests."



The "Original" CAF's P-51D Mustang "Gunfighter"

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

Hangar Events Manager's Report

by Steve Barber, Jr.

I write this notice with regret to all of our hard working members and friends. These have been some exciting times with our unit within the last few years, and we have come a long way. Furthermore; we will be moving in the right direction going forward and I anticipate more great news for our unit's financial status as well as morale improvements.

For nearly 16 months I have been involved with our wing as Hangar Events Manager, and I have enjoyed myself tremendously. During this time frame, I have dedicated, like many of our members, countless hours for the advancement of our wing and I have come to the final stretch of allotted free time. Currently we have multiple members along with myself, who have worked so very hard in preparing and supporting our functions. Regardless of fundraising or working up a sweat, they have shown outstanding poise and teamwork. I am now, as I have been since working with our wing, extremely proud to belong to such an admirable group of volunteers. However, I have come to the point in this journey where I will no longer be able to spread my time towards our events as I have done.

The good news: We as a wing have accomplished many milestones in our existence within this atrocious economy, and I believe that we have nothing to fear going forward. My goal almost 14 months ago was to initiate and perform at least four quarterly events that were large fundraisers and morale builders for our wing. They were: #1. Wartime Radio/Airshow Party; #2. Oktoberfest; #3. Halloween Party {which by the way was created by a group of our members}; and #4. Wine and Wings. I truly believe that we as a wing have accomplished that goal and look forward to continuing these events on a yearly basis.

When we all feel great about who we are and what we're doing, we always feel better when we deposit money rather than when we pay it out. To date we have had many, many events that were created by word of mouth. These events include retirement parties, birthdays, corporate functions, and non-profit fundraisers that have been not only successful for the private party, but for us as well. We have been able to pay some bills this year that were funded by these specific functions at our wing. Our goal should be to improve those functions' operation and make it easier for our wing to have a "set it and forget it" attitude when it comes to our quarterly fundraisers. The feedback that I have gotten from our wing and friends within this last year has been phenomenal. I appreciate all the support and all the help more than I can describe in this letter.

The bad news: I have made the decision to step back from handling the Hangar Events at our wing, effective whenever capable people step up to serve and I am confident that the job is in good hands. I have spent many hours this past year on this position, and have come to the

conclusion that I cannot go on any longer. My intention is to train, inform, assist and hand off the duties of this position which have become too time-consuming relative to my current career position. I would like to help build a committee that will spread the duties of the Hangar Events Manager at our wing to preferably three or four members – those who would have the time and energy to devote to the job.

I am open to any and all volunteers who would come forward and take charge with handling the responsibilities of the Hangar Events Manager's duties, and I will in return help and mentor those willing to help out in order to facilitate a smooth transition for our wing.

I seriously believe in my heart that going forward, this function of our wing, the Hangar Events, is the "goldmine" of our future. With proper handling, and supportive teamwork, this function will be our largest source of income outside of private fundraising for our wing. I will do everything that I can to move ahead with helping anyone who commits, and I will continue to do what is necessary for our wing in this fashion until properly replaced. However; I have come to the point in my life where I will be spending more time outside of this sector within our wing.

Please feel free to speak to me at (805) 223-1077, or e-mail me at barber.stephen@gmail.com and I'll be anxious to hear about your ability to take over this role that our wing desperately needs you to fill.

BREAKDOWN IN HANGAR EVENTS POSITIONS OF RESPONSIBILITY TO FILL:

Position: #1.	Point of contact. Manager/Delegate
Duties:	Person that deals with the Public/ organizations. Scheduling dates, views, Fees, laws, organizing.
Position: #2.	Scribe: Handles permits, Insurance.
Duties:	Create Application for client/ request permits through Dept. of Airports/ Fire Dept. / Health Dept. / follow up mailers/ thank you letters.
Position: #3.	On-hand Point of Contact for each event.
Duties:	Help set up/ teardown, communicate with parties and make sure flow of event runs smoothly.



Friends of the Museum Newsletter



Commemorative Air Force

455 Aviation Drive, Camarillo, CA 93010

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CDR David McCampbell, USN, top Navy air ace in World War II. Our F6F-5 Hellcat is proudly in his colors, and named *Minsi III*.

Dear Friend,

Exciting things are always happening at the CAF So Cal Wing!

- Our Gift Shop has been expanded and lots of new items are on display. Do your Christmas shopping With us!
- We've had two successful Warbird Appreciation Days – one for the P-51 and another for the Hellcat. Look for a notice early in 2011 for an event honoring the Spitfire and the Battle of Britain!
- Airplane rides in our WWII airplanes (the SNJ-5 and the P-51D "Man O' War") are a big hit. What a Great gift for someone special – give them a ride in an authentic WWII aircraft! Call 805-482-0064 for Details.
- Another gift idea -give that special person the gift of being a Friend of the Museum. The Donation Form is on page four. We can send a special letter to the recipient announcing your gift.

Thanks to you who have renewed as a Friend ! We appreciate your support! Have a wonderful Holiday Season!

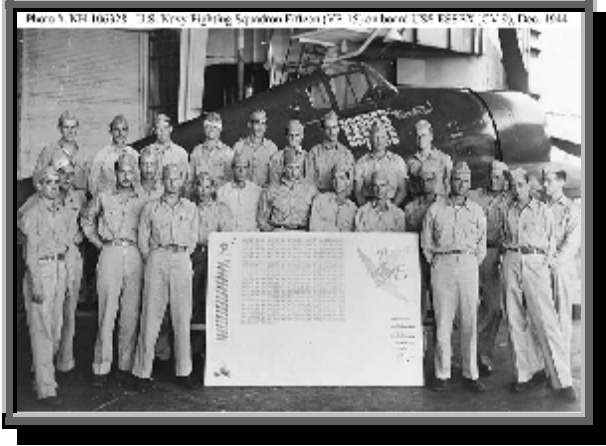
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CDR. David McCampbell - Top Navy Ace, World War II



© U.S. Navy Photo #NH 106328

U.S. Navy Fighting Squadron Fifteen (VF-15) on board USS Essex (CV-9), December, 1944. Note F6F "Minsi III" in background.

October 24, 1944: Battle of Leyte Gulf

"All available fighter pilots! Man your planes!" boomed the squawk box in *Essex*' ready room. The ship's radar had detected three large groups of Japanese planes coming in. David McCampbell, the CAG and the Navy's most famous living aviator, considered this announcement. Earlier that morning, Admiral Sherman himself had forbidden McCampbell from joining a dawn sortie. Given his responsibilities as Commander of *Essex*' Air Group and his public prominence as a top ace, McCampbell was too valuable. He decided that he was indeed "available" and headed for his airplane, *Minsi III*. His plane crew hurried to fuel *Minsi III*, which had not been scheduled to fly that day. With the Hellcat only partially fueled, the Flight Officer ordered it off the flight deck - either into the air or below to the hangar deck. McCampbell went up, leading *Essex*'s last seven fighters toward the Jap strike force.

He and Ens. Roy Rushing got out in front of the other Hellcats, putting on all speed to intercept the Japs, then only 22 miles away. He directed the other F6F's to get the bombers, while he and Rushing tackled the fighters. Surprisingly, the enemy fighters turned, allowing McCampbell and Rushing to gain altitude and a position behind them.

Seeing over 40 Japanese fighters, McCampbell radioed back to the carrier for help. "Sorry, none available." The enemy planes spread out in a typical formation of three V's. McCampbell picked out a Zero on the extreme right and flamed it. Rushing also got one on this first pass. Incredibly, there was no reaction from the Japs as they climbed back up to regain altitude. The two Hellcat pilots dived back down on their quarry for another pass; McCampbell blew up a second Zero. Now the gaggle of Zeros, Tonys, Hamps, and Oscars reacted - by going into a "Lufbery Circle!" McCampbell made a couple of head-on passes against the formation, but without results.

A strange interlude ensued as McCampbell and Rushing climbed back up and circled, while the Japanese fighters continued to circle below. McCampbell radioed again for help; one of the Hellcats that had been going after the bombers headed his way. The "Lufbery Circle" broke up and the planes headed toward Luzon in a wide Vee. The two American fliers closed in again on the formation. McCampbell opened up at 900 feet, and exploded his third plane of the morning. Rushing shot down his second one.

Apparently low on fuel, the Japanese planes doggedly flew on, maintaining formation. On his next firing pass, gunfire coming from behind forced McCampbell to break off his attack and pull up. It was another Hellcat shooting too close to him. A few choice words straightened things out. Still the enemy planes didn't turn and mix it up.

McCampbell realized he could relax and take his time. This was practically gunnery exercise. He could focus on identifying his targets carefully. The next one was an Oscar. Again his six fifties roared and blasted the Oscar's wing root. It flamed for number four. Rushing had scored his third by this time. This continued for several more passes until McCampbell had downed 7 and Rushing 6. Rushing radioed that he was out of ammo, but he would stay on McCampbell's wing while the CAG used up his remaining bullets.

Two more passes and two more kills. As the Jap planes approached the security of their bases on Luzon, the two Americans' low fuel finally ended the slaughter. The Hellcats broke off and headed for the *Essex*. **In one morning sortie, McCampbell had shot down nine enemy planes and Rushing six**, an unparalleled achievement in American fighter aviation.

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Born on January 16, 1910, this Bessemer Alabama native's naval career began with dismissal. Graduating from the [U.S. Naval Academy](#) in depression-era 1933, he was rewarded with an honorable discharge from a Navy without funds. But in June 1934 McCampbell was called back and commissioned. In 1936 his first assignment involving aircraft was gunnery observer aboard *U.S.S. Portland*. In 1937, McCampbell's flying career finally got off the ground at Pensacola Naval Air Station where he reported for flight training. A year later, he was designated a Naval Aviator and received his first flying assignment with Fighting Squadron 4 aboard the *USS Ranger, CV-4* where he served two years.

After serving on the *USS Wasp* as a Landing Signal Officer, McCampbell returned to the States to fit out a new squadron, Air Group 15, aka "The Fabled Fifteen." In February 1943 through early 1944 the group was aboard *Essex* steaming into history. One of the first squadrons to equip with Grumman's new F6F Hellcats, they saw action in attacks on Iwo Jima, Formosa, the Marianas, Palau, Philippines, Nansei, Shotos and climaxed with the Battle of the Philippine Sea (Marianas Turkey Shoot).



© Photo by Frank Mormillo

Our CAF Grumman F6F-5 Hellcat *Minsi III* is still flying – and every time we fly it we do it in remembrance of CDR David McCampbell, a true Navy hero.

In February 1944, he was promoted to CAG (Commander - Air Group) of Air Group Fifteen. That spring, they went to war aboard *USS Essex CV-9*. McCampbell commanded the entire *Essex* air group -- bombers, fighters, and torpedo planes. He was thirty-four years old. During their tour of approximately seven months and more than 20,000 hours of operations, this group destroyed more enemy planes (318 airborne and 348 on the ground) and sank more enemy ships (296,500 tons sunk, and more than a half million tons damaged and/or probably sunk) than any other air group in the Pacific war. Among the major combat ships sunk was the [Japanese battleship *Musashi*](#), three carriers and a heavy cruiser. The Fabled Fifteen became one of the most highly decorated air groups of the war.

McCampbell entered combat on May 19, 1944, leading a fighter sweep over Marcus Island. Three weeks later on June 11, flying near Saipan, he saw a lone Zero come out of the clouds. He turned towards the plane and fired three bursts. The Zero went down streaming smoke, the first in long series of successes for the CAG. He reacted coolly to his first aerial victory, "I knew I could shoot him down and I did. That's all there was to it."

Marianas Turkey Shoot

As the Americans prepared for the invasion of Guam and Saipan, the Carrier Task Force steamed west into the Philippine Sea. The desperate Japanese battle plan called for them to launch their strike planes at the U.S. ships, then refuel & re-arm on the Guam and Saipan airfields and hit the American carriers again in a 'shuttle' operation. It didn't turn out that way.

On June 19, the Japanese launched two large raids of Judys and Vals, escorted by fighters. Other carrier air groups took care of the first raid; *Essex'* Fabled Fifteen, under McCampbell went after the second group of eighty planes. McCampbell started the slaughter at 11:39 by exploding the first Aichi D4Y2 "Judy" dive bomber he spotted. As he darted across to the other side of the enemy formation, evading a gantlet of return fire,

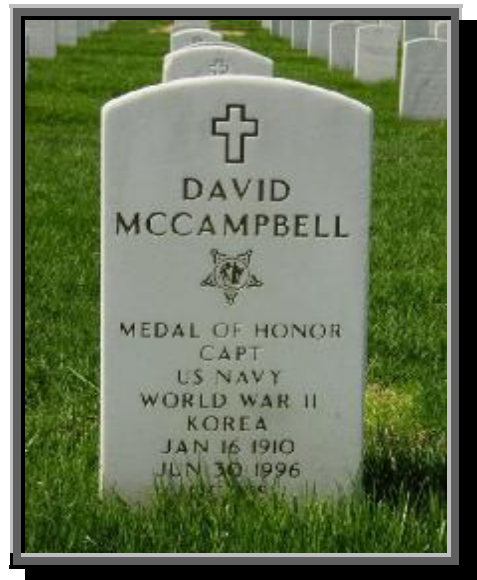
McCampbell quickly splashed a second Judy, sped toward the front of the enemy formation to record a "probable" on a third, dispatched the formation leader's left wingman with a staccato burst, downed the leader with a steady stream of machine-gun bullets, then scored a final kill on a diving enemy craft. In minutes McCampbell had logged five kills and one probable.

There was a second air battle in the afternoon. After shooting down yet another Zero (his sixth for the day!), he became separated from his flight of eight and was returning alone to his carrier, the *USS Essex*. As his Hellcat cruised at 6,000 feet past Guam's Orote Peninsula, he spotted two Zeros attacking a Navy S0C seaplane picking up a downed pilot in the water. Diving to the attack, McCampbell shot down one of the two Zeros. Lt. Commander George Duncan, another VF-15 pilot, came upon the scene at that time and got the other. It was McCampbell's **seventh for the day** and his ninth in eight days of combat. By the end of September 1944, McCampbell had shot down nineteen Japanese planes.

On **October 24**, during the [Battle of Leyte Gulf](#), McCampbell, assisted only by Roy Rushing, broke up a large group of Japanese planes headed for *Essex*, as described above.

In one combat tour, David McCampbell shot down 34 Japanese aircraft. If he had served a second tour, he may very well have exceeded Dick Bong's total of 40. In recognition of his spectacular accomplishments: leading "Fabled Fifteen," personally accounting for 34 planes, and for his mission on October 24, McCampbell received the Congressional Medal of Honor, presented to him by President Franklin D. Roosevelt.

McCampbell also received the Navy Cross, the Silver Star Medal, Legion of Merit, and the Distinguished Flying Cross. After the war, McCampbell served in the Navy until 1964, having reached the rank of Captain. He died on June 30, 1996 at the age of 86. He is buried at Arlington National Cemetery.



COMMEMORATIVE AIR FORCE SOUTHERN CALIFORNIA WING

World War II Aviation Museum

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The CAF So Cal 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. Membership is through our Midland Headquarters and costs \$200 annually. Call our office at the number above for more details.)

The CAF So Cal Wing is a volunteer organization dedicated to supporting the education and preservation of military aviation and its value to our country. The “Friends of the Museum” program was established to provide funding for our educational programs, help us expand our exhibits, and maintain our airplanes.

By joining the “Friends” program, not only will you receive the benefits of unlimited admission to the Museum, discounts at our gift shop, and a “Friends Newsletter”, you will also be ensuring that an important piece of history is [reserved for future generations.

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Friends of the Museum donation is valid for 1 year from the month of donation

The CAF is a 501(c)3 organization. Your contribution is tax-deductible.

(See your Tax advisor for your individual tax situation.)

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“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
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