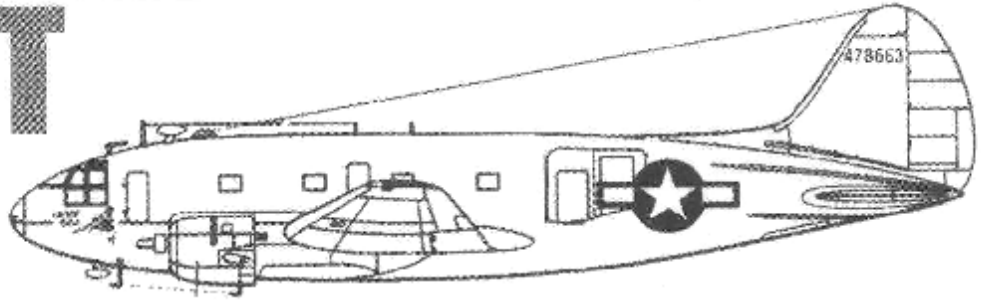


FLIGHT LINE



THE OFFICIAL PUBLICATION OF THE SOUTHERN CALIFORNIA WING OF THE CAF

Vol. XXVI No. 1

Visit us on the web at www.orgsites.com/cal/caf-socal

January 2006

Best Wishes for the New Year

μ Renew your 2006 Wing dues now (SEE PAGE 8)



Photo by Casey de Bree

Joe Peppito (right), Norm Swaggler (left) and Ken Barger install a zero-time R1340 engine on the Wing's SNJ-4 on Tuesday, December 20th. What a great way to end the year.

**WING STAFF MEETING, SATURDAY, JANUARY 7, 2006 AT 9:30 AM AT
THE CAF HANGAR, 455 AVIATION DRIVE, CAMARILLO AIRPORT**

THE CAF IS A PATRIOTIC ORGANIZATION DEDICATED TO THE PRESERVATION OF THE WORLD'S GREATEST COMBAT AIRCRAFT - 1939-1945

January 2006

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|---------------------|--------|----------------|-----------|----------------|--------|-----------------------------------|
| 1 New Year's Day | 2 | 3 Work Day | 4 | 5 Work Day | 6 | 7 Work Day Staff Mtg 9:30AM |
| 8 | 9 | 10 Work Day | 11 | 12 Work Day | 13 | 14 Work Day |
| 15 | 16 | 17 Work Day | 18 | 19 Work Day | 20 | 21 Work Day |
| 22 | 23 | 24 Work Day | 25 | 26 Work Day | 27 | 28 Work Day |
| 29 | 30 | 31 Work Day | | | | |

| <u>STAFF AND APPOINTED POSITIONS</u> | | | | <u>IN THIS ISSUE</u> |
|--------------------------------------|------------------|----------------|-------------------------------|---|
| Wing Leader | * Casey de Bree | (805) 389-9185 | scdebree@aol.com | Wing Calendar 2 |
| Executive Officer | * Dave Long | (805) 497-8306 | toropoo@adelphia.net | Staff and Appointed Positions. 2 |
| Adjutant | * Bob Albee | (805) 583-4872 | loll@earthlink.net | Wing Leader's Report 3 |
| Finance Officer | * Jason Vosburgh | (805) 766-3880 | jason.vosburgh@att.net | A Message from Jason Vosburgh 4 |
| Operations Officer | * Gary Barber | (805) 659-4319 | bearcat69@pacbell.net | Raffle Tickets. 4 |
| Maint Officer | * Dick Troy | (805) 522-5061 | konvair@aol.com | Maintenance Officer Report. 4 |
| Safety Officer | * Bob Goubitz | (805) 388-8341 | rgoubitz.cafsocal@zoemail.net | A Flight of Five 5 |
| Facility Officer | Bob Albee | (805) 583-4872 | loll@earthlink.net | Three Lucky Kids 5 |
| Training Officer | Bob Goubitz | (805) 388-8341 | rgoubitz.cafsocal@zoemail.net | Gay Divorcee, Part 4. 5 |
| Public Info Officer | Pat Brown | (805) 479-2221 | | 2006 Wing Membership Renewal. 8 |
| Personnel Officer | Sharon Wilson | (818) 991-8705 | tmandskw@prodigy.net | |
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| Collections Manager | Jim Tierney | (805) 522-7067 | jimerniet@aol.com | |
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| HANGAR FAX | | | (805) 482-0348 | |
| WEBSITE | | | www.orgsites.com/ca/caf-socal | |
| * Denotes Staff Position | | | | Submittal Deadline - 15th of the month |
| | | | | Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501 |

Wing Leader's Report

by Casey de Bree



Another year has gone by and I want to wish all of you a happy and prosperous New Year for 2006.

It seems like I just got used to writing "2005" on the checks that I write, and now I need to make sure I write "2006." Time is passing all too fast!

Our Wing Christmas party was held on December 1 at the Wedgewood Banquet Center in Ventura. Everybody liked the venue; it was indoors, warm, and there were no airplanes to put into the hangar as in previous years. Many thanks to David Baker, who performed the auctioneer duties in place of regulars Steve Barber and Bob Thompson. David gave Steve and Bob a run for their money in separating party guests from their money. Many thanks also to those who bought auction items at outrageous prices.

The ballots for the three Wing Staff positions election were counted on December 1. The results were announced at the Wing's Christmas Party on December 1 and I will repeat them here for those who did not attend the party.

The Election Committee counted the ballots and certified the results. A record 65 ballots were cast this year. Of these, five were invalidated for not following the voting rules printed on the ballots. Incumbent Gary Barber ran unopposed for Operations Officer and incumbent Bob Albee also ran unopposed for Adjutant. Both were reelected (surprise!). The position of Finance Officer had two candidates, incumbent Cliff Brown and Jason Vosburgh, and Jason was elected our new Finance Officer. I extend my congratulations to the winners and look forward to working with them in the coming year.

Cliff Brown has served the Wing for many years as Finance Officer, and not everyone knows just how many years he served in this capacity. As the many old-timers know, the Southern California Wing was founded 25 years ago in 1981. Cliff was one of the charter members and became the Wing's Finance Officer the following year in 1982 and has held that office continuously until now. Cliff has managed the Wing's finances through 24 years of good and bad times. Always managing to get the bills paid, when the bank accounts were depleted. This is a remarkable achievement and Cliff has accomplished this with little or no help, making the impossible happen quietly behind the scenes. Because most of us don't realize how much work is involved in holding a high-profile Wing office such as Finance Officer, those that hold these unpaid offices are greatly under-appreciated; praise comes infrequently and criticism is often quick and sharp. Those of us who step up to the considerable challenges of serving do so as a

labor of love because we want to see the Southern California Wing grow and prosper, and because we can never please everyone, we try to take the inevitable criticism that comes with holding office in stride. I congratulate and thank Cliff for his 24 years of dedicated service to the Wing. We would not be where we are today without his service.

On December 17 there was a 70th birthday celebration for the venerable Douglas DC-3 at its birthplace, Clover Field in Santa Monica, California. The DC-3 made its first flight on December 17, 1935, precisely 32 years to the day after the Wright brothers' first successful powered flight at Kitty Hawk, North Carolina. Three DC-3s participated, *The Rose*, the *Smile in the Sky*, and the beautiful DC-3 in United Airlines livery owned by Wing member Clay Lacy.

In addition to being flown by every major airline in the world in the late 1930s, the various military versions of the DC-3 were the principle transport aircraft used by the United States and its allies. More than 10,000 of the type were manufactured.

Until next month. . . .



Photo by Gary Suozzi

Two of the three DC-3s participating in the 70th birthday celebration at Santa Monica, CA Clover Field. Clay Lacy's beautiful DC-3 in United Airlines livery is at right. The Wing's F6F can be seen parked in the background.



Photo by Gary Suozzi

The Southern California Wing's F6F flown by Steve Barber (left), and the CAF FM2 flown by Carter Teeters took part in the celebration at Clover Field.

A Message From Jason Vosburgh

What an exciting time to be a member of the Southern California Wing of the Commemorative Air Force right here in Camarillo. As the new Finance Officer I would like all our members to know that as of January 1st 2006 all of members pay will be doubled. That goes for everybody. What a nice guy I am! How many times in you life has an organization doubled your pay? All kidding aside, when I got my first glance at our balance sheets it became very apparent where the real value in our organization is - the members. It's through our membership that these planes fly. It is because of you, your hard work, your dedication and your donations that people from all walks of life get to see, experience and learn what we already know, how wonderful these aircraft are and what they represent. Through your selfless act, you teach and inspire every individual, young and old, that visits our museum.

For those of you who don't know who I am, allow me to introduce myself. My name is Jason Vosburgh and I've been a member of the wing since 1999. Which is the same year my wife and I bought Navion 91104. Our Navion has been a fixture on and around the ramp for the last 5 years. When we bought 91104 I didn't realize we were buying a project plane. During the first year "restoration" the help I received from the wing was enormous. As of December 18th I will have completed a Masters of Business Administration in Aviation at Embry-Riddle Aeronautical University. My undergraduate degree was in Professional Aeronautics also at Embry-Riddle. Starting January I will be a professor of Business and Economics at Embry-Riddle. So as you can guess I'm an ERAU kinda guy. My graduate research project was "Public Valuation of General Aviation Airports in Southern California". My wife Thany and I are expecting our first child in May. (2006 is going to be one busy year!) Now that you know me if you see me in the hanger please don't hesitate to say hello.

For the final paragraph in this column I would very much like to thank Cliff Brown. His dedication to the CAF has been outstanding. Cliff has been Finance Officer for our wing for a very long time and his contribution is immeasurable. It is because of people like Cliff that a relative newcomer such as myself can have the opportunity to enjoy such a wonderful museum. Cliff, I and everyone else who is, and has been, involved with this organization thanks you.

Regards,
Jason Vosburgh
Jason.vosburgh@att.net



Finance Officer elect Jason Vosburgh at the controls of his Navion airplane



Raffle Tickets

by Bill O'Neill

Just a reminder, you can still buy Raffle tickets. Even though you cannot buy them for yourself, you can buy them for friends or family. They will be on sale at the museum until the drawing which will take place at approximately 1 PM on January 4th at the museum. Speaking of which, the Kiwanis club of Camarillo will be sponsoring a BBQ at this time. We would like as many members to turn out for the drawing and help support our local Kiwanis Club.

The winning tickets will be drawn by, Wing member Michael Dorn (of "Star Trek - The Next Generation").

You can contact Walt Metcalf (805)482-8291, Dick Troy (805) 522-5061 or Bill O'Neill (805) 495-4915 for more information or for direct ticket sales go to the front desk in the museum. Thanks for your support.



Maintenance Officer's Report

By Dick Troy

Once again we are in that magical time of year. It's time to get out the decorations, go get that perfect tree, and decorate the house.

We find time to go shopping, wrap the presents, send Christmas cards and do all the other things that make this a special time of the year.

I think Christmas is for all kids no matter how old or young you may be.

I think it's a time to thank God for all that has been given us for the past 12 months and to celebrate his Sons birth as well.

Give thanks for good friends, good times, a roof over our heads, clothes on our backs and food on the

table. We are more fortunate than 3/4 of the worlds population and enjoy one of the highest standards of living on the planet.

If you want to feel good try doing some good for someone less fortunate than you.

Shake a veterans hand and wish him well.

Make a donation to the Salvation Army or other charitable organization, volunteer an hour a week to help the less fortunate.

These are the real gifts of the season and they work both ways.

I want to wish all our readers a most joyous and blessed Christmas Season and express my thanks to all of you.

Till next month be safe and fly safe.



A Flight of Five

By Dan Newcomb



Four of the five T-6

Photo by Don Newcomb

It wasn't all work yesterday. A flight of five, yes five T-6s flew in. The sound they made coming in was wonderful. As I write this on Pearl Harbor Day I can't help but think of those days when such an occurrence was all too common.

Sadly, if you were to ask the average knucklehead on the street to tell you what December 7th means they wouldn't have a clue!



Three Lucky Kids

Article & photos by Dave Flood

On Wednesday, November 30th thirteen Oaks Christian School students and their History of WWII teacher Brad Livingstone and two other teachers visited our WWII Aviation Museum and hangars.

After the tour the students met with David Price who is a major benefactor of the Oaks Christian School in Westlake.

Mr. Price had flown his P-51D to Camarillo to give three lucky students a short ride in the airplane, (The lucky students names were drawn form a hat).

Hopefully, Mr. Livingstone will make his class visit to our facilities an annual one. We would be delighted if David Price would also make it an annual visit as well.



David Price showing the students one of the maneuvers he may do on their trip aloft.



Col. Vern Olson and Teacher Brad Livingstone on the wing and David Price and student Adam in the cockpit.



David Price and Caroline after their flight



Flight of the Gay Divorcee – Part 4

India

Our next stop, fifteen hundred miles away, was on Masirah Island in the Indian Ocean. As we approached our destination, the Flight Commander asked us how

we felt about flying on to Karachi, if we had sufficient fuel. I was the only one who dissented; but since the rest agreed, we over flew Masirah Island and proceeded to Karachi. When we landed, we had flown over two thousand miles and airborne for nine hours and forty minutes. I was pooped, stiff and thirsty. My canteen had been empty for the last couple of hours. We had quite a treat when we were taken to a hotel in the city. It was the first decent place we had stayed in since leaving Puerto Rico.

The next day, on June 14th, we flew on to New Delhi, the capital of India. The flight was uneventful and took just five hours. On arrival, Captain Vaughn received orders for the flight to proceed to Agra. Once there we were to deliver the P-38s to the Army Air Corps Maintenance Depot for their periodic check. Additionally, each of us received new orders to our next destination. Lieutenant B. Rumberg and I, Lieutenant L.W. Carmody, were order to deliver our P-38s to Pandaveswar, India.

On June 15th, we made the relatively short hop to Agra, where our aircraft went into maintenance. We were to have almost two days in which to sight-see and visit the famous, fabulous Taj Mahal. It was easy to see why this Palace is considered on of the Seven Wonders of the World. It is impossible to describe. On the flip side, our guide took us to a coal mine where a long line of women were carrying pans of coal on their heads and dumping them into waiting line of coal cars. At the coals pit, a man would put a shovel full of coal into each pan. The women would then lift them to the pads of their heads and walk about a half a mile to dump the pan into the coal cars. Interestingly, if their load was too heavy, the women would put the pan down and wait until the extra coal was removed. Also, if a man or group of men were near, the women covered their faces up to the eyes with a yashmak or veil. All these women wore a thread-bare tarbosh, (a dress with a shawl over their heads and shoulders.) They were very thin, but despite the heavy loads, their posture was very straight.

The next day I stayed on the base and carefully studied the charts for our flight to Pandaveswar, as we would no longer have the benefit of the B-24 to navigate for us. That evening we had a farewell dinner with the rest of pilots, who were going on to Bombay. We wouldn't see them again until we all returned to Long Beach. The mess hall, where we had our dinner was kept a little cooler by two man cooling system. Each bay in the mess had a large frame suspended from the ceiling and all the frames were connected so that they all moved together. One man sat at the each end of the mess hall pulling the frames back and forth over the diners, fanning the air to make it a few degrees cooler.

The next morning, June 17th was the thirty-first day since our flight had departed from Long Beach. We had truly circled half the globe to reach our destination. First

Lieutenant Rumberg and I flew to Pandaveswar in two hours and twenty minutes. There we turned our P-38s over to the Base Command. I hated to give up the "Gay Divorcee;" she felt like a part of me. She was an exciting experience, a damn good treat. She had passed the test, was on big thrill—truly the best in the land!

Eight days later we were back in Long Beach, where I had first met the "Gay Divorcee" and started this wonderful adventure, learning about so much of the world.

Gay Divorcee: Lawrence Carmody: Biographical Notes

1924: Lawrence's first Airplane ride was with Jimmy Angel, who discovered Angel Falls the highest water falls in the world. He paid for his ride with the refund from his book deposit. The ride was in a Hisso Standard five place Curtiss Robin.

1928-30: His first flying lesson was in a new long wing Alexander Eagle Rock, with an OX5 engine, in Carmel, California.

1934: Carmody family moved to Reno, Nevada. Lawrence bought a Waco F for \$600.00 then fixed it up and took flying lessons in his own plane. His next two planes were Cubs, one 40 hp and the other 50 hp.

1939-40 Lawrence passed commercial flight test and got his instructor's rating. He and his wife went by train to New Jersey to take possession of his Luscombe Silvaire. They flew it back to Reno, and had a great adventure on that trip.

As part of the war effort, he developed a Civilian Pilot Training (CPT) for the University of Nevada. He successfully ran three classes with 15 students in each class.

1941: Organizing the Reno Air Races and Labor Day Air Show at Hubbard Field was one of his last pre-war ventures. A "Baby Bendix" Air Race from San Francisco to Reno was held. Prizes were stacks of silver dollars were provided by casino owners.

Pearl Harbor, Dec. 7, 1941, ended the CPT. He was forced by the Army Air Corps to move off Hubbard Field. He sold all his equipment and joined the Army Air Corps Ferry Command in Long Beach, California.

1942-1945: In the Ferry Command, he flew BT-13s, A-25s, B-17s, B-24s, C-60s, C-47s, C-46s, DC-4s, and of course, P-38s. He flew one of many P-38s used in the movie "A Guy Named Joe."

1946-58: Larry got his Airline Transport Rating and went to work for Slick Airways. He flew for them for thirteen years. One assignment had him flying Hungarian Refugees from Vienna during the Russian invasion of Hungary.

1959: He worked a short time at Vandenberg Air Force Base but soon realized he was more interested in winged aircraft than in rockets. He took a job in Japan with American International Airways. He came back to California and did many charter flights. He flew a DC-3 to San Miguel Island, off the coast of Santa Barbara for some amateur archaeologists, looking for Juan Cabrillo's gravesite.

1964: Larry worked for Hawaiian Air Freight, which was a short-lived airline. He and Roma stayed on in Honolulu. He worked for Air Service Operation in Honolulu. He was a flight instructor for 20 years and received an award as the outstanding teacher/pilot in the Western United States.

1966: A TRUE HERO!! When no other pilots would fly an anesthetist to Molokai to help in emergency surgery, he agreed to do it. It was an unlighted airfield, but with cars' headlights at either end to the strip, he was able to complete the mission successfully.

1970: QBs, Quiet Birdmen, became an important part of Larry's life. He had many grand times with them as was their "Key Man" for several years. He and Hank English, another QB, worked to start the Hawaiian Historical Aviation Foundation. They hoped it would be of interest to young people as an alternative to drugs or gang activities.

1988: After 53 years of flying Larry had accumulated over 35,000 hours of logged flying time. Due to failing health, he and Roma returned to California to be near their daughters.

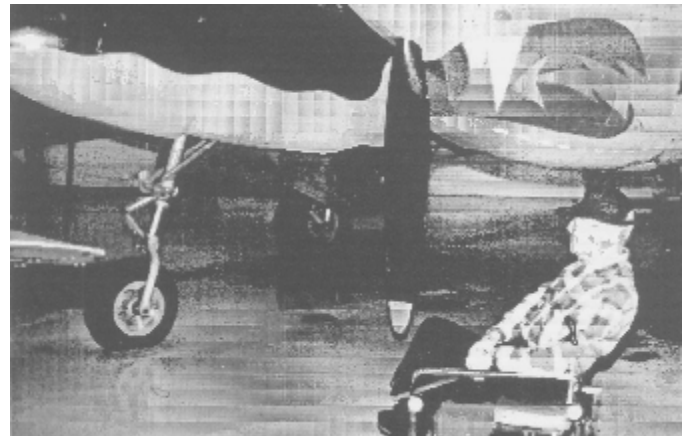
1993: In January, Larry made his last trip to Hawaii to see his old friends and the progress at the

Foundation at Dillingham Airport. The QBs at the Honolulu Hangar had a party in his honor and "roasted" him for all the wild stunts he pulled while flying. He said, "I still have high octane gas in my blood and I still love to fly, at 84."

On May 27, 1993, he died of cancer at the home of his daughter, Nancy, in Mill Valley, California.



Larry Carmody in 1983 at the Planes of Fame Museum, Chino California. The P-38 shown here been restored, we know it now as "PORKEY".



March 1993 at the Yankee Air Force Museum, Chino. He dreamed of flying the P-38 one more time.



Recent Hangar Fund Donors

by Frank Doerfler

- Colonels:** Charles McCammon
Robert Winkler
Al Kepler
Ceci Stratford
- Friends:** Stephen Doerfler

Thanks to all for your generous contributions. Please send Hangar Fund Donations to:

Commemorative Air Force
Attn: Col. Russ Drosendahl
455 Aviation Drive
Camarillo, CA 93010



Southern California Wing
 455 Aviation Drive
 Camarillo, CA 93010

2006 WING MEMBERSHIP RENEWAL NOTICE

December 15, 2005

Dear Wing Member,

It's time again to renew your annual membership in the Southern California Wing of the Commemorative Air Force. We sincerely hope you will retain your affiliation with our wing since we expect exciting things to happen in 2006.

We are one of the leading wings in the CAF with more than 300 Wing members and ten assigned aircraft. Our museum has become a major attraction in the Camarillo area and both attendance and museum income have risen steadily. Our plans are to continue this growth and we want you to be a part of these exciting happenings.

To renew your membership, just remove this page from the newsletter, complete the information requested, enclose your check payable to the Southern California Wing, and return by March 1, 2006 to:

CAF Southern California Wing
 455 Aviation Drive
 Camarillo, CA 93010
 Attn: Personnel Officer

Any contribution in addition to your \$50.⁰⁰ annual dues will be greatly appreciated. Contributions are welcome to help us complete the many projects we are undertaking, such as building out the interior areas of the hangars and museum, retire the debt incurred to repair the C-131 right engine, the B-25 restoration, the SNJ-4 restoration, the Fairchild F-24 restoration, and any other project you may wish to support.

Sincerely,

Casey de Bree
 Casey de Bree, Wing Leader

| | |
|----------------------------------|---------------------|
| 2006 Wing Dues | \$50. ⁰⁰ |
| C-131 Loan Retirement | _____ |
| Hangar/Museum Interior Build-Out | _____ |
| B-25 Restoration | _____ |
| SNJ-4 Restoration | _____ |
| Fairchild F-24 Restoration | _____ |
| Other _____ | _____ |
| Total | _____ |

Name: _____ Col. #: _____

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