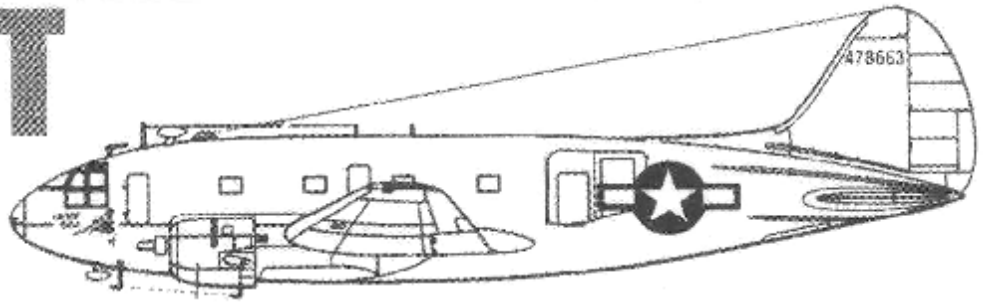


FLIGHT LINE



THE OFFICAL PUBLICATION OF THE SOUTHERN CALIFORNIA WING OF THE CAF

Vol. XXVI No. 6

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

June 2006



Photo by Casey de Bree

The Wing's Fairchild 24 with it's wings and tail trial-fitted to insure everything fits and the controls operate as they should. If you haven't visited the Hangar lately, you should, because a lot has been happening! The PBJ is looking more like an airplane everyday, the Spitfire's landing gear has been installed and tested, new displays are being developed in the Museum.

**WING STAFF MEETING, SATURDAY, JUNE 3, 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

June 2006

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 Work Day	2	3 Work Day Staff Mtg 9:30AM
4	5	6 Work Day	7	8 Work Day	9	10 Work Day Hemet Air Show
11 Van Nuys Air Show	12	13 Work Day	14 Flag Day	15 Work Day	16	17 Work Day
18 Father's Day	19	20 Work Day	21	22 Work Day	23	24 Work Day
25	26	27 Work Day	28	29 Work Day	30	

<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	Museum Update 4
Operations Officer * Gary Barber (805) 659-4319 bearcat69@pacbell.net	Maintenance Officers Rpt. 5
Maint Officer * Dick Troy (805) 522-5061 konvair@aol.com	Air Show Circuit 5
Safety Officer * Bob Goubitz (805) 388-8341rgoubitz.cafsocal@zoemail.net	Docents Need Help 6
Facility Officer Bob Albee (805) 583-4872 loll@earthlink.net	
Training Officer Jason Somes (818) 292-4646 airboss@jasonairracing.com	
Public Info Officer Pat Brown (805) 479-2221	
Personnel Officer Sharon Wilson (818) 991-8705 tmandskw@prodigy.net	
Historian Ron Fleishman (805) 384-4426 oldplanec46@aol.com	
Collections Manager Jim Tierney (805) 522-7067 jimerniet@aol.com	
Museum Director Sarah de Bree (805) 389-9185 scdebree@aol.com	
Gift Shop Manager Tom Kinne (805) 495-8004 rtkinne@dslextre.me.com	
Webmaster Dave Flood (805) 987-7231 macantuile@yahoo.com	
Air Show Officer Al Kepler (818) 352-4318 kepler53@yahoo.com	
Air Show Coord. Bill O'Neill (805) 495-4915 scwairshow@aol.com	
Chief Docent Charles Miller (805) 383-6998 camamiller@att.net	
Newsletter Editor Walt Metcalf (805) 482-8291 wtmetcalf@yahoo.com	
Hangar Event Mgr Dick Burrer (805) 484-0704 burrerd@aol.com	
HANGAR PHONE (805) 482-0064	Submittal Deadline - 15th of the month
HANGAR FAX (805) 482-0348	Commemorative Air Force
WEBSITE www.orgsites.com/ca/caf-socal	Southern California Wing
	455 Aviation Drive
	Camarillo, CA 93010-9501
* Denotes Staff Position	

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Wing Leader's Report

by Casey de Bree



This month I want to update the members as to what is happening with our Convair C-131. In May the Staff had to come to grips with the future of the aircraft, in that we either had to get serious about raising the money to liquidate the \$135,000 note against it, or place the aircraft for sale in time to secure the money to retire the debt

from the proceeds. We seem to do our best work with our back against a wall, because just as the Wing Staff voted to place the aircraft on the market, a movement got going to raise the money to retire the debt and not sell the aircraft.

Reviewing a bit, a couple of years ago the #2 engine ran lean during the takeoff from the Santa Rosa air show, resulting in a burned through piston. While deciding what needed to be done to repair the engine we discovered that all 6 propeller blades had been machined beyond their allowable limits and required replacement, on top of a complete overhaul of the R-2800 engine. Based upon projected earnings from potential paying assignments for the aircraft, the Wing Staff voted to borrow \$150,000 to make the repairs to the engine and both propellers. The projected paying jobs did not materialize and we have so far been able to repay only \$15,000 of the loan.

Our loan is part of a package of loans secured through CAF Headquarters and is an unsecured note with an interest rate of 1% over the prime interest rate, renewable annually. The lender is not renewing the note and we are required to make eight quarterly payments of approximately \$18,000 each starting in March 2007, to retire the note in two years. Clearly, if we could make payments of \$18,000 per quarter, we would already have done so to save the yearly interest cost of \$12,000, and so our only option is to raise the money from somewhere.

There are several ways to do that, and one way is to sell the C-131 if all else fails. Anticipating the possible need to sell the aircraft, in February of this year I requested permission to sell it from the CAF General Staff and the Staff of the American Airpower Heritage Flying Museum, who actually owns the aircraft. Because there was no CAF money involved in the acquisition of the C-131 and that the sale of the aircraft in the event the loan could not be repaid was a condition for granting the loan, I was given permission for the sale, and to retain the proceeds within the Southern California Wing to retire the debts incurred for the aircraft.

While we have not exhausted all options for raising the money to retire the \$135,000 note, I had to set a date as to when we must put the aircraft up for sale so that we would have the money to repay the note when it comes due in March 2007. We do not know how quickly the aircraft might sell, and we had to exercise some degree of caution

in setting the date while making it as late as possible to allow alternatives to happen. The staff voted in executive session to place the aircraft on the market at the end of May, but I have held up carrying out that direction for a few weeks to see if we can raise sufficient money with the current effort. I did this to avoid a possible penalty from whoever we listed the aircraft with, should we withdraw it from the market before the listing agreement expired.

The aircraft has been very reliable in 2005 and 2006 and has earned sufficient income to more than offset its operating expenses, but not enough to cover the interest or pay down the loan. We considered refinancing the loan, but the interest expense is an unacceptable burden to the Wing. The only way that we can keep the C-131 is to find a way to retire the debt and eliminate the associated interest expenses, and we are working hard to see if there is a way to do that, even though the Staff has voted to place the aircraft on the market. The C-131 has been earning more than it costs, if the debt service is excluded, and would be an asset to the wing were it not for the debt and interest expense.

One way or the other the Wing should be free from the C-131's debt burden next year.

The Wing's A6M3 *Zero* will be appearing at the Hill AFB air show in Utah on June 18, the first since its purchase was completed in February of this year. The aircraft will remain outside of California until March 2007. It has been on display at CAF Headquarters in Midland since February and we are delighted that the Arizona Wing will let us keep the airplane in their hangar in Mesa, AZ for the immediate future.

I read a number of newsletters from other CAF Wings and other aviation museums and I often see the comment that they need additional help in their museums and PX. We are no exception and never seem to have enough people to staff the gift shop and museum every day. We are set up so that two, and preferably three, docents are needed to properly handle museum visitors, one to remain at the gift shop/museum entrance, and another to escort visitors through the museum. We sometimes need to make do with only one docent, and we must turn our visitors loose in the museum hangar and are unable to escort them to the aircraft outside and in the restoration hangar. When we do that, we are losing the opportunity to educate our visitors about our aircraft and artifacts.

We estimate that some 8,000 visitors per year come to see us each year, and the revenue that is generated from these visitors is an integral part of the income stream that keeps the Southern California Wing in business. So, if you would like to help, even if you will just attend the cash register, call Charles Miller or Sarah de Bree at the phone numbers on page 2 of this Flight Line. Your help will be greatly appreciated.

My thanks go out to those docents who staff our museum and gift shop so faithfully and so well.

Until next month. . . .

Museum Update *By Sarah de Bree & Ceci Stratford*

The Museum staff has contributed considerable effort to put a new face on the Museum displays. Work is underway to repair, clean up and protect the many elements that make up each display. The displays fall victim to many environmental factors such as temperature, humidity and dust. Let us not forget the many gifts left by the uninvited bird guests. Each existing display will be included in the Museum face lift efforts and will have continuous clean up as needed.

New signs are being made to identify each item on display to better inform the museum visitors. These signs will include the airplanes in the Museum hanger; the various airplane engines and the smaller items in the display cabinets. New cabinets are being added with new items on display.

Jim Hinckelman reassembled the Link Trainer installing the mechanical and electrical items on hand. Pat Brown discovered a source for Link Trainer parts and data. Parts will be added as necessary to give the observer a feeling that they are looking at the actual trainer as used to train pilots during WWII. (photo)

The Museum back rooms are being rearranged with the goal that each Museum staff member will have a work area. A schedule is being developed for the clean up of current storage areas to provide more office room; a clean and organized area for PX items and display materials.

Two CSUCI students have completed their internship with the Museum. Besides performing assigned tasks, the students researched and assembled displays depicting their individual interest in WWII. The displays, "Mexican Americans in World War II" and "Women Air Force Service Pilots" are in the cabinets next to the Museum Library entrance. Both exhibits were well received by the invited guests. Stop by and enjoy the student's efforts. (photo)

Many thanks to Shirley Murphy, Jim Tierney, Ceci Stratford, Pat Brown and Bill Main for the clean up and rearrangement of the Museum Library. Shirley is a new member and has added her many talents for organization, display layout as well as being very handy with building tools. Introduce yourself and say, "hi Murphy"!

Sarah de Bree, Museum Director



Photo by Ceci Stratford
The Wing's Link Trainer is now assembled thanks to Jim Hinckelman



Photo by Ceci Stratford
CSUCI student Shane Rucker discusses his Women Air Force Service Pilots display



Photo by Ceci Stratford
CSUCI student Dave Barrera presents his Mexican Americans in World War II display.

Maintenance Officers Report *By Dick Troy*

This month's article revolves around the health of our two transport aircraft, the C-46 and the CV-131.

First I want to bring everyone up to speed on the condition of the C-46. We have wanted to do a comprehensive check of this airplane structural integrity. Through the help of one of our new members, Chris Rushing, we were able to find a N.D.T technician that consented to accomplish an Eddy Current check of China Dolls outer wing attach angles and associated structure. We also wanted a check of the center section wing to fuselage attach beams and a sub floor check to see if there is/was any evidence of corrosion. I am pleased to report that the tests accomplished showed no evidence of any substantial corrosion in any of those structural members. Some issues of a minor nature were discovered and are being attended to at the present time. That's the good news. The not so good news centers around both engine fire warning systems. After the incident we had returning from the filming of the Good German and upon subsequent inspection it was noted that there were some issues that we felt should be corrected before we would fly the aircraft again. This is what is keeping the aircraft from participating in this year's air show circuit up through the present time. Charlie's crew is working at a feverish pace to try and get the aircraft back in the air before missing to many more air shows but as we all know these things take time, a lot of it. The rest of the aircraft is in acceptable condition and the fuselage repairs can be handled in a rotational basis between air shows.

The news on the C-131 is all good. We have already attended two air shows and as I write this article we are preparing for Chino. The aircraft continues to perform exceptionally well and we see no reason for that to change. This past week an inspection was accomplished on both engines and the only thing that was found was a broken pork chop on the number 17 cylinder on number one engine. The oil leakage is continuing to improve as we put more time on the engines. Oil consumption measured in gallons per hour continues to decline and is in the range of approx 1-1.5 G.P.H per engine. Not bad at all.

The aircraft continues to be a crowd pleaser at every air show we attend. At Riverside even in the

rain folks were still trying to get a look at the interior and keep wearing out the floorboards. The aircraft has loads of potential. You will hear more about our plans for this aircraft in next month's column.

Until then fly safe and be safe.

Dick Troy

μ Greetings from the Air Show Circuit

By Bill O'Neill

April 28-30 we attended the March AFB Air Show. Our trip to March was excellent. Gloria Troy served up a wonderful little breakfast to tide us over until lunch. I don't know how she does it but she outdid herself again!! Thanks Gloria for all of your hard work and extra effort to make the rest of us feel like VIP's.



*Photo by Gordon Twa
Gloria Troy, at March A.F.B. The crew of the "Abrams Tank" followed her wherever she went.*

We arrived Friday April 28th about 9:45AM so we could be positioned before the field closed for practice (until 4 PM). They gave us individual rooms and 2 vans for transportation. Friday night they had a welcome mixer with some food and drinks.

Saturday brought a gray overcast cool morning with low attendance compared to what they were expecting. It cleared a bit in the afternoon, allowing many of the performances, albeit low level. It also prompted more people to attend the show. The Thunderbirds were in attendance and impacted by the overcast, even though it cleared a bit in the afternoon. Saturday was not at the level of attendance the show organizers expected. It had an

impact on us since there were fewer people, but it was still a very good day for us. That evening they had a BBQ with hamburgers and hotdogs, sodas, beer and wine. They also had a cash bar if you wanted something a little stronger.



Photo by Gordon Twa

"Robosaurus," was a popular attraction at March A.F.B.

Sunday the weather was nicer; therefore the crowds were larger. The performers were able to do a complete show which was good for the people attending the show. We had an excellent day at both the PX and giving tours.

When we arrived we were positioned near 2 Marine M1A1 Abrams Tanks and Robosaurus. Initially I thought our location was going to leave a lot to be desired. However after a short time it became evident that many people were interested in climbing on the tanks and watching Robosaurus chop up cars. We were the beneficiaries of this interest, for they would visit us after they visited the tanks or Robosaurus. We had an excellent weekend for sales and tours. Between tours and the PX our cash receipts were \$5837. I think if the weather had cooperated on Saturday, we would have had an even bigger show. We all expended a lot of effort, but we also had a very good time.



Photo by Gordon Twa

Look at the people waiting in line to see the C131

I want to express a very special thanks to Larry Simmer, who drove to March AFB early Saturday morning (he arrived at the gate at 7 AM, having driven from Thousand Oaks) to help us for the weekend doing tours and PX Sales.

We are always looking for new people to work these shows, so if you think you would like to participate email me at scwairshow@aol.com. Until next time!!!!

Air Show Schedule for June, 2006

Date	Show	Aircraft
6/10	Hemet	C131, F4F, F6F, I-16
6/11	Van Nuys	C131, F4F, F6F, I-16
6/9-11	Hill AFB (UT)	Zero only
6/12	QB Show (Camarillo)	F4F, F6F, F8F, I-16



Docents Need Help

By Russ Drosendahl

Early in April Charles Miller became ill and I inherited his job of creating a roster of docents to cover each day the museum is open. I look forward to the day Charles is healthy again and can once more do what he has been doing so well for the past years.

We have a total of eleven people that have offered to work a day or two each week as docents. As you can see many of us double up when there is no someone off for illness or vacation. Presently we have three off and that leaves just eight to fill the fourteen positions.

For those of you that haven't worked the museum I think you will find it interesting because of the people (guests) you meet as well as helping your fellow member. Also, as you know the museum has been earning the revenue to keep the doors open through the winter months and maybe during the air show season. For those of you that have helped out I extend my thanks and ask you to continue for the months to come.

The schedule is visible on the desk in the museum and I ask you to check it on any and every day you are at the airport. If you are not available let someone know so that a replacement might be contacted.

The hours are 10am to 4pm, however you should be there earlier to help make ready the cash register and do the closing after the money is counted at the end of the day.