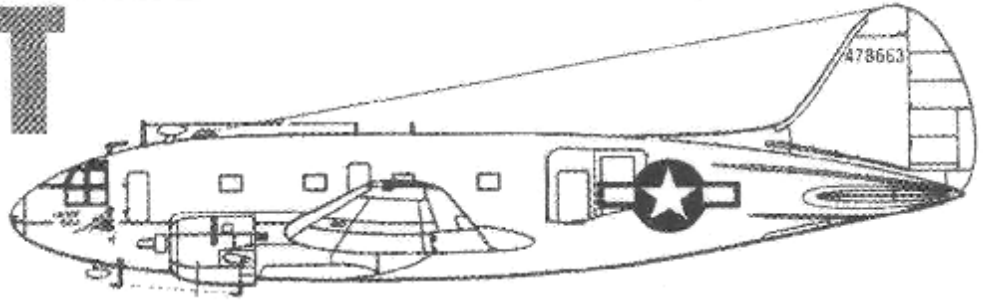


# FLIGHT LINE



THE OFFICIAL PUBLICATION OF THE SOUTHERN CALIFORNIA WING OF THE CAF

Vol. XXVI No. 5

Visit us on the web at [www.orgsites.com/ca/caf-socal](http://www.orgsites.com/ca/caf-socal)

May 2006

## ON THE ROAD AGAIN! OR IS IT IN THE AIR AGAIN?

*Photo by Gordon Twa*



*The Southern California Wing's C-131 acted as an umbrella for many wet spectators on April 1<sup>st</sup> when the "Weather Gods" played an April Fools joke on them in Riverside.*

**WING STAFF MEETING, SATURDAY, MAY 6, 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

## May 2006

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2 Work Day	3	4 Work Day	5	6 Work Day Staff Mtg 9:30AM
7	8	9 Work Day	10	11 Work Day	12	13 Work Day
14 Mother's Day	15	16 Work Day	17	18 Work Day	19	20 Work Day Armed Forces Day Air Show Chino
21 Air Show Chino	22	23 Work Day	24	25 Work Day	26	27 Work Day
28	29 Memorial Day (observed)	30 Work Day Memorial Day	31			

<b>STAFF AND APPOINTED POSITIONS</b>				<b>IN THIS ISSUE</b>	
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	AB 2234 Wins . . . . .	4
Operations Officer	* Gary Barber	(805) 659-4319	bearcat69@pacbell.net	Tally Ho . . . . .	4
Maint Officer	* Dick Troy	(805) 522-5061	konvair@aol.com	Maintenance Training. . . . .	5
Safety Officer	* Bob Goubitz	(805) 388-8341	rgoubitz.cafsocal@zoemail.net	Air Show Circuit . . . . .	5
Facility Officer	Bob Albee	(805) 583-4872	loll@earthlink.net	Air Show Update. . . . .	7
Training Officer	Bob Goubitz	(805) 388-8341	rgoubitz.cafsocal@zoemail.net	A Book Review. . . . .	7
Public Info Officer	Pat Brown	(805) 479-2221		Interns at the CAF Museum . . . . .	8
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<b>HANGAR PHONE</b> (805) 482-0064 <b>HANGAR FAX</b> (805) 482-0348 <b>WEBSITE</b> <a href="http://www.orgsites.com/ca/caf-socal">www.orgsites.com/ca/caf-socal</a>				<b>Submittal Deadline - 15th of the month</b> Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501	

\* Denotes Staff Position

## Wing Leader's Report

by Casey de Bree



Each month I am amazed at how quickly it is time to write another column. This will be my 41<sup>st</sup> column as Wing Leader.

We made some changes to our telephone system at the hangar to save a few dollars, and our phone bill went from about \$500 to about \$325 per month, a savings of about \$2,100 per year. This was

accomplished in two steps, with the first being done some 18 months ago when we eliminated our 800 line and four voice mail boxes. These were originally set up to support our Hollywood Canteen swing dance event and were no longer needed. The second occurred last month when we reduced the number of phone lines from 12 to 7 and rearranged where telephones were located. We looked at our usage of our 12 lines and discovered that it was very low, less than 5 percent, that is, any given phone line was in use less than 5 percent of the time. That meant there would not be any hardship resulting from a reduction in the number of available lines.

The final plan put the Wing's incoming phone line, 482-0064, at the gift shop, and provided two lines in the museum hangar and two more lines in the maintenance hangar. The FAX machines in the maintenance and museum hangars each have their own line and our Internet DSL connection shares the maintenance hangar FAX line. Our alarm system also shares its two phone lines with the voice lines already mentioned. We still use the Centrex system, so it is possible to transfer a call from any phone in the hangars to any other phone. We also replaced all the single line telephone sets with two line units, so if you need to make a call you can tell which line is available. The museum and maintenance hanger line #1 rolls over to their respective line #2 if it is busy. Here is a list of the numbers to call (outside numbers are 805 area code):

To Call	From Outside	From Inside
Museum Gift Shop	482-0064	201
Museum Hangar	482-0981	211 (line #1) or 202 (line #2)
Maintenance Hangar	482-2497	203 (line #1) or 204 (line #2)
Main FAX	482-0348	
Pat Brown FAX	482-1374	

This arrangement seems to be working out well and our finance officer appreciates the savings. We also need to make one other change, which is to replace the two-line phone in the gift shop with a two-line phone with answering machine. This will provide a message to those who call outside of normal working hours concerning

hours of operation and other pertinent museum information.

We upgraded our dial-up Internet connection to high-speed DSL and have a wireless router to provide an Internet connection to any computer in the two hangars that need Internet access. We require a repeater to boost the wireless signal in the museum hangar due to the signal being excessively attenuated as it passes through the metal hangar walls and we are currently working on that.

Most of our members are aware that we collect empty aluminum drink cans and plastic water bottles. We raise a surprising amount of money for the Wing, around \$300 per year. We have receptacles for cans and bottles located between the two hangars to make it convenient for you to help us collect them. So please, if you consume a beverage in a container having a recycle redemption value, please walk the extra few steps and place it in the collection containers, not in the trash. And please, do not dump trash in these collection containers because that makes extra work for the person who bags these recyclables.

Speaking of recycling, last month a new ordinance prohibiting the disposal of alkaline batteries in the trash became effective. Gene O'Neal has set up a small container in the maintenance hangar to collect alkaline and other batteries for recycling in accordance with the new ordinance. NiCd and mercury-containing batteries have been required to be recycled for many years. Thanks to Gene for taking charge of providing a convenient way to comply with the new law.

The air show season has started and we sent the C-131, FM-2, and F6F to Riverside for the first show of the year on April 1. Despite morning rain, the crowds turned out in the afternoon for the one-day show and we did fairly well with C-131 tours and PX sales.

*China Doll* is undergoing an extensive inspection and as a result will be out of service for a number of months. Her critical structural parts are undergoing non-destructive testing using eddy-current and other NDI techniques.

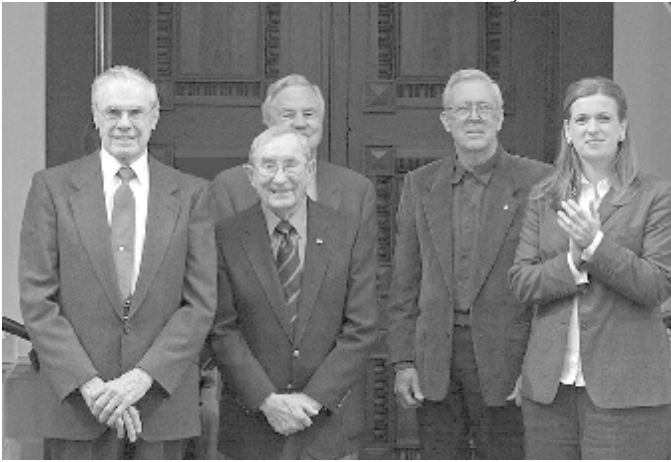


Laurence Allen (left) and Gary Koch remove fairings to gain access to *China Doll's* internal structure for NDI inspection

Until next month. . . .

## AB 2234 Wins in Assembly Committee

By Frank Doerfler



Assemblywoman, Audra Strickland (on the right) introduces Bill Main, Charles Valentine, Frank Doerfler (behind Charles) and Craig Tynan to the California Transportation Committee in Sacramento.

The Assembly Bill, AB 2234, which directs Cal Trans to Install sign on Highway 101 indicating the location of our WWII Aviation Museum, was approved by the Assembly Transportation Committee on Monday, 17 April 2006 in Sacramento.

The Bill was authored by our Assemblywoman, Audra Strickland and presented to the powerful 13 member Transportation Committee. She then introduced me for testimony in favor of the Bill. I had asked Colonels Bill Main, Charles Valentine and Craig Tynan to accompany me to Sacramento. We were seated at the witness table where I introduced each of my team members. Since it was 1700 hours and we were the 14<sup>th</sup> bill to be heard, none had been approved, I sensed that the Committee was tired. I cut my presentation from six minutes to about four minutes. The Chair asked for testimony from the others at the witness table. I responded that they chose not to testify at the time. She accepted that and started a discussion at the dais about what the signs would look like. Soon a motion was to approve the Bill and loudly seconded by our friend Assemblyman Mountjoy. We received 13 votes for approval. That's right, it was unanimous!! I thanked the Committee on behalf of the Commemorative Air Forces.

This success was a culmination of a task that started four and half years ago. After the successful battle with the County on the exemption of property taxes, Joe Peppito asked me to now go get some signs for the freeway. Little did I know!! Cal Trans turned us down after months of 'game playing' with letters. As a matter of information, I was dealing with the senior man at Cal Trans whose name was Kevorkian.

In 2003, Assemblyman Tony Strickland authored and submitted AB2459 for our freeway signs. The Transportation Committee Chairwoman would not

permit the Bill to be heard in Committee. Letters to Committee Members got fuzzy response. It died. However, we were not going to give up and decided to go 'balls to the wall.'

The week before the hearing I sent an e-mail to many Wing members asking for phone calls and e-mails to the two hard-nosed Assemblywomen. The results were good. Colonel Dave Flood received my message and sent it to his extensive list of e-mail addresses to 'Friends of the CAF' obtained through his work on the Wing's web site. That was really beneficial. The Assemblywomen even received at least two messages from the UK in support of our signs. Thanks, Dave, I know you worked all night getting the message out.

We finally have the new Bill approved. Audra's staff indicates that we are on 'third base.' What happens now? Next, the Bill will be heard by the Senate Transportation Committee. That should be in mid May. I will have to go back to Sacramento testify. This summer the Bill will go before the full Assembly and full Senate. If it is approved it should get the Governor's signature by October 1. After, it falls into the Cal Trans. I have no time estimate for that.

I should mention that Assemblywoman Audra Strickland asked us to visit the full Assembly. While there, and in the middle of the floor discussion on various Bills, the four of us were ushered to the floor and Assembly Speaker pro Tempore Yee introduced each of us by name as WWII Veterans and member of the Commemorative Air Force. All 80 Assembly persons turned toward us and applauded for what seemed a long time. There were many cameras including TV so I will attempt to get a photo of the event.

I would like to thank Colonels Bill Main, Charles Valentine and Craig Tynan for flying to Sacramento with me. Their support and enthusiasm kept me 'fired up.'

I would also like to thank Supervisor Kathy Long, Tony Strickland, Senator Tom McClintock and especially Assemblywoman Audra Strickland for their guidance and support. There are also those unseen troopers in the offices of the above officials that I could not have done without: Jennifer, Allen, Rondi, Lindsey, Joyce, Peggy, Tim and Rob. They were my telephone book, roadmap, encyclopedia, message center, document retriever, advocate and friends. Thank you.

μ

TALLY HO!

By Charles Miller

I got myself into a job as a result of my examination of the membership roster that I wrote about last month. Pat Brown, our Public Relation Officer saw my results before they were published and promptly put me to work, on a similar, but much bigger project. The Camarillo Chamber of Commerce (of which we are a

member) and the Camarillo Tourist Bureau have been interested as to how many visitors we had in 2005 and from whence they come. Pat asked me for whatever information I could find.

We have a guest book that we ask visitors to sign. It asks how many are in the party and where they are from. We know, from experience, that some visitors don't sign the book. We also have a log book in which we record tour groups that visit the museum. This book records the number of visitors, the type of group and where they are from. Sometimes someone from the group will enter the names of everyone from the tour in our guest book, thus in effect giving us a double count of these people. Other problems that occur are when visitors don't tell us where they are from or the entries can't be read.

All of this gives you an appreciation of what was involved in taking the 2005 guest book and trying to come up with a meaningful count of how many visitors came in, and where they came from.

First, the final figure. There were 3,263 that we could determine where they were from. Adding in a few without location, numbers from our tour log, plus an educated guess as to the number of visitors not signing the guest book, we estimated that we had 7,000 plus visitors in 2005.

The 3,263 should be a good sample of where from, so here it is, by numbers and percentages.

<b>From</b>	<b>Number</b>	<b>Percent</b>
Camarillo:	418 visitors,	12.8%
Ventura County	940 visitors	28.8%
<i>*Total Ventura Co</i>	<i>1,358 visitors</i>	<i>41.6%</i>
Other So. Cal.	722 visitors	22.8%
<i>*Total So. Cal.</i>	<i>2,080 visitors</i>	<i>63.7%</i>
Other Cal.	310 visitors	09.1%
<i>*Total Cal.</i>	<i>2,390 visitors</i>	<i>73.2%</i>
Other States	688 visitors	21.1%
<i>*Total USA</i>	<i>3,078 visitors</i>	<i>94.3%</i>
Europe	121 visitors	03.7%
No. America	27 visitors	00.8%
Asia	17 visitors	00.5%
Australia/ NZ	12 visitors	00.4%
So. America	6 visitors	00.1%
Other	2 visitors	00.0%
<i>*Total Non USA</i>	<i>185 visitors</i>	<i>05.7%</i>
<i>*Grand Total</i>	<i>3,863 visitors</i>	<i>100.0%</i>
<i>* Cumulative Count and Percent.</i>		

A breakdown of North America visitors: We had no visitors from Mexico! There were Canadian visitors and two from Costa Rica. The visitors from "Other" were from Bermuda and Israel. Yes, technically Israel should be geographically noted as "Asia", but really now. If you wish, you adjust the figures.



*Joe Peppito, lecturing to Les Bedding and others about aircraft maintenance.*

## Wing Aircraft Maintenance Training Program

*By Joe Peppito*

If you look into the Lunchroom in the Museum Hangar any Thursday afternoon, you will see a group of very studious members learning about maintaining the Wing's aircraft. Joe Peppito has decided to share some of his aircraft maintenance knowledge with fellow members that have the responsibility of maintaining the Wing's aircraft. The subjects covered included everything from aircraft hardware identification to fabrication, control cable and hydraulic lines.

The response had been good with about fifteen members enrolled in the classes, including most of the C-46 crew. The classes meet every Thursday afternoon from about two to four o'clock. Joes has conducted about six sessions and has plans for many more. The attendance and knowledge transferred to the students has been very good. They even seem to be having fun learning what they are doing wrong sometimes and right others. The classes are open to everyone in the Wing and they are free so there is no tuition. We even take a break between subjects to give everyone a chance to revive their brain power.

The classes will continue to run until we run out of subjects to teach or run out of willing students.

## Greetings from the Air Show Circuit

*By Bill O'Niell*

Saturday April 1<sup>st</sup> was our first Air Show of the season. It was a one day only show at Riverside Municipal Airport. We arrived Friday March 31<sup>st</sup> about 11:30 so we could be positioned before any of the fighters or performers arrived. Our fighters the F4F and the F6F flown by Carter Teeters and Mark Mayte respectively, arrived about 3:00 PM.

Friday night we went out as a group to one of the local restaurants. The food was good, the conversation lively and the bill was reasonable.



*Photo by Charles Valentine  
Al Watts a man with a mission, a little rain won't hurt me.*

Saturday brought rain and more rain during the morning hours. It had an impact on the show; having fewer people attend than last year. It had an impact on us since there were fewer people and many of the people that did attend in the morning stayed in the terminal. The picture of Al Watts diligently waiting for someone to take a tour of the C-131 is typical of what the morning was like. The picture also is indicative of the stick-to-itiveness that our ground crew exhibited during our day at the show. Many of us were huddled under the wing in an attempt to stay dry, with some but not complete success (those in the plane giving tours stayed dry). About noon the rain stopped and the people started attending the show.

We had a great crew working the show; selling PX items and giving tours of the 131. A special thanks to Jo Brinckerhoff and Jim Tierney; both of whom drove to the show to help out.

We had a pretty good day considering the problems with the weather and therefore a smaller crowd than last year. Between tours and the PX our cash receipts were approximately \$2700. Not bad for a one day show. This was about \$400 less than last year. I think if the weather had cooperated we would have had a bigger show than last year.

We are always looking for new people to work these shows, so if you think you would like to participate email me at [sewairshow@aol.com](mailto:sewairshow@aol.com).

*A little bit about the Gillespie Air Show*

The April 21<sup>st</sup> and 22<sup>nd</sup> Gillespie Air Show was another wet and windy but successful outing for our Wing, bringing in over \$3,000; again, not bad.

There were three major stars at Gillespie, the B-17 "909", the B-24, "Witchcraft" and our C-131.

Many of the Air Show attendees had worked at Convar when the C-131 was built. Some had worked on the assembly line, others had been test pilots and so on. A few actually had tears in their eyes when they saw how beautiful she looked after fifty plus years of flying. One gentleman told Terry Cedar he had been Gen. White's pilot back in 1954 and could not get over that the old girl was still flying.

Let's hope we have a successful weekend at March Field.



*Photo by Gordon TWA  
Conversation overheard between Terry Cedar and Chuck Kelly at Riverside: Chuck: "What's that?" Terry: "It's called a GPS." Chuck: "What does it do?" Terry: "It shows you where you're going". Chuck: "You know how to use it?" Terry: "No!"*



*Photo by Dick Updegraph  
The B-24, "Witchcraft," at the Gillespie Air Show.*



Photo by Dick Updegraph

The B-17, "Nine-O-Nine," at the Gillespie Air Show.

Until next time!!!!



## 2006 Air Show Update

Date	Show	Yes	Aircraft
5/19-21	Chino	X	F8F, I-16,-C131
6/10	Hemet AS	X	C-131, F4F, F6F, I-16
6/11	Van Nuys	X	C-131, F4F, F6F, F8F,I-16 P-51, Yak-3 SNJ
6/12	QB Show	X	F4F, F6F, F8F, I-16



## Congratulations

Kess Josephine Vosburgh joined the world at 8:30PM on 4/12/06! My wife had to do a c-section after 14 hours of labor, but we are all doing great.

The operating doctor's dad flew B-26's in W.W.II and Korea so you know what we were talking about in the delivery room...

Jason



## "An Ordinary Guy in Extraordinary Times", a Book Review.

By Clifford Brown

Few first person narrative books about WWII come to the gift shop these days. Interest in WWII has waned. Now its only the children and grand children of "the Greatest Generation" who are asking "what did you do in the war?" Actually I think grandpa got tired of answering the same questions over and over again. Recently a local publisher dropped off a book "An Ordinary Guy in Extraordinary Times". With the comments that the Author flew Spitfires and P-51's, the publisher says the Author, Robert McCampbell had visited our museum and seen our Spitfire. He flew the Mark Vb which was a razor back ala Battle of Britain type and our Spitfire is a Mark XIV with the bubble canopy.

Bob McCampbell started his training at Hancock Field, in Santa Maria. Like many he struggled to learn to fly. A guardian angel that stepped in and helped him was a Mr. Smith. The author never mentioned the first name. About this time and place was a flight instructor who we all know as Merle Smith who passed away a few years ago. Temperament and personality was identical and there is a good chance they were one in the same. Additional flight training was at "all the usual suspects" Cal Aero Flight Academy in Ontario, Luke Army Airfield in Arizona, Paine Field in Washington, March Field in Riverside and Santa Rosa in the bay area.

Bob McCampbell was assigned to the 52 Fighter Group in North Africa and later Italy. He started out flying the Bell P-39 Airacobra, then Spitfires and later into the P-51. For a brief time Bob Hoover was in this Group.

The book is an easy read and covers the war in Europe from North Africa into Italy. Technical "pilot type stuff" is at a minimum. Missions and events important to the writer are covered in some detail. Seems he liked to party a lot. The war is the primary focus, but the relationships with the locals and other units are covered. There is a lot of nostalgia about buddies.

When the war in Europe ended Bob McCampbell returned to the states and lead in an L-5 unit searching for the Japanese Incendiary Balloons that were arriving in the northwest on the jet stream. Supposedly it was a big secret deal. I remember at the time, we were all frightened by incendiary bomb attacks. White phosphorus, a key ingredient was terrifying.

After the war Bob McCampbell settled in our local area and blended in just like our own Don McMillan, Chuck Lefever and lots and lots of others. For those of you who are too young or weren't born yet, being in WWII at that time was a part of life, everyone was involved. And everyone had a story and helped shape history.

"An Ordinary Guy in Extraordinary Times" is a comfortable book that is worth reading because it's about people, places and things that are familiar. Most of us have been to the old military bases around the western states. Those of us who lived through the WWII remember food and gasoline rationing. Many of us know a little about flying and have either flown or flown in a P-51. The Authors 2004 visit to the Duxford Air Show, RAF Hendon in London and to the Eagle Pub in Cambridge parallels my experience. What is unique in this book is the author is from Santa Barbara, learned to fly here in Southern California and settled in the area after the war. It is true local boy story.

Look for autograph copies of the book in the gift shop.



## INTERNS AT THE CAF WORLD WAR II AVIATION MUSEUM

*By Ceci Stratford*

How fortunate we are to have been asked by Ventura County's newest university to host history student interns in our World War II Aviation Museum. Yes, Cal State University, Channel Islands called Carol Bachman to see if we would consider providing history majors the opportunity to learn about World War II history. They would spend the entire semester with us, fulfilling requirements for a history "lab" class and receiving one or two units of credit.

Of course we accepted the opportunity to serve our community as well as educate interested students about our favorite subject – World War II aviation – and we began our partnership with CSUCI.

CAF Colonels Jim Tierney and Ceci Stratford offered to spearhead this project. In January of 2006, they met with Carol and Glenn Bachman, key persons at the Museum, to develop a program of activities for the interns. Then, contact was made with the History professors who introduced us to two remarkable seniors majoring in history, David Barrera and Shane Rucker.

Dave and Shane eagerly accepted our program of activities and stepped into the shoes of our first CSUCI history interns, starting on Tuesday, February 28, 2006. They are at our hangars on Tuesdays and/or Thursdays.

So, what are Shane and Dave doing?

Our program of activities includes both required activities and optional activities.

Required activities include:

- Attend an orientation to learn about the CAF and take a special docent tour of our facilities.
- Learn to become docents and lead tours. Prepare documents for the Docent Manual about at least one exhibit.
- Develop an exhibit in the CAF Museum on an area of interest they select.
- Sort and categorize original photographs, identifying them where possible.
- Take oral histories of World War II veterans, creating a permanent record.

Optional activities include:

- Help with cataloging and conservation activities.
- Make a presentation about their exhibit or a special area of interest.

On their first day of orientation, they participated in a special tour conducted by Col. Russ Drosendahl. Then they jumped in with both feet. Both have already all ready acted as docents, giving tours to children and adults, under the tutelage of Col. Charlie Miller.

Shane participated in the CAF exhibit at Oaks Christian School's Space Symposium, "In Pursuit of

Space", on February 28, 2006. He helped plan the exhibit and man the booth with other CAF docents.

Both have selected their special area of interest for an exhibit to be developed at the CAF Museum. Dave is preparing an exhibit on "Mexican Americans in World War II", this interest sparked by his grandfather who served in the War. Shane is building an exhibit about Women Air Force Service Pilots (WASP), which compliments his "Women in History" class.

Both have already started planning oral histories. After extensive pre-planning, each one has contacted a veteran or a WASP to arrange interviews. Dave has already met with Eugene Lore, a Navy pilot and recipient of the Medal of Honor and Distinguished Flying Cross, and is finalizing his interview documentation. Shane has contacted a former WASP and plans to interview her and possibly other WASP in the next month.

In addition, both have helped with archiving and cataloging various materials in our collection. They have helped sort many of the photographs and put them in protective, archival paper and boxes. Dave has added data to our extensive database of aviation posters.

On May 2 the two exhibits will be completed and presented to the public. Both interns will make presentations about their exhibits. All are welcome! We will invite the press to come that day, for picture taking. We hope they will write an article on the two interns and educational opportunities available in the Museum.

In case you haven't met Dave and Shane, they are the bright, professional-looking young men wearing nametags identifying them as "CAF Interns". Please introduce yourselves and welcome them.

Our interns' last day is May 16, when we will have a big sendoff for them. They will be graduating from CSUCI on May 20, moving on to bigger and better things, hopefully with greater knowledge of World War II and appreciation for the CAF.



*Dave Barrera and Gene Lore, during an oral history session.*



Ceci Stratford and Dave Barrera, sorting Photos.



Dave Barrera, talking to students about the SNJ.



Shane Rucker, giving a tour of the B-25, "Executive Sweet."

## Attention All Hands!

By Dan Newcomb

I have spoken with a producer from the History Channel who is interested in filming at our hangar for a segment of their "Save Our History" series dealing with the exploits of B-25 bomber crews during WW II.

This a great opportunity to promote the CAF, and conversations with CAF Headquarters indicate they are

enthusiastic about the project. I feel confident that an agreement will be reached to proceed with the filming during the second or third week in May for two days to shoot the approximately 10-minute segment of the hour-long episode, which will consist of 40minutes of actual programming, the rest being reserved for commercial breaks.

The prime focus of filming at our hangar is the B-25/PBJ restoration. The host of the show, Steve Thomas of This Old House fame, will also be there.

Keep the faith,

Dan



## Photos From Around the Hangar

Dan Newcomb has been sending these photos to the "Flight Line" every month. They show what's going on in the hangar I only wish we could print them in color.

Photos by Dan Newcomb



This "Wildcat" is ready to go.



What a beautiful airplane.



*It's surprising how big the F6F is.*



*What is it an AT-6, SNJ or a Harvard?*



*The museum hangar is full of aircraft history.*



*The PBJ is another beautiful airplane.*



*It's hard to believe that this airplane was built just thirty years after the Wright Brother's first flight. Many of the planes in the museum were designed less than forty years after the first flight.*



*How much longer before she flies again?*