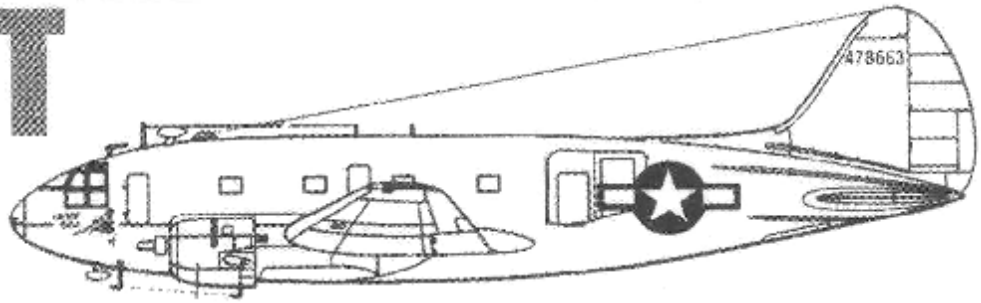


# FLIGHT LINE



THE OFFICAL PUBLICATION OF THE SOUTHERN CALIFORNIA WING OF THE CAF

Vol. XXVI No. 11

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

November 2006

DECEMBER 1 - SAVE THE DATE FOR THE WING CHRISTMAS PARTY



© Photo by Howard Ulm

**Joe Peppito and Frank J. "Buddy" Joffrion at Buddy's Santa Ynez ranch. Buddy passed away recently. He was one of the first SoCAWing members, having joined in October, 1981.**

**A tribute to Buddy is on Page 8.**

**WING STAFF MEETING, SATURDAY, NOVEMBER 4, 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

# November 2006

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2 Work Day	3	4 Work Day Staff Mtg 9:30AM Air Show Thermal, CA
5	6	7 Work Day Election Day	8	9 Work Day	10	11 Work Day Veteran's Day Air Show Nellis AFB
12 Air Show Nellis AFB	13	14 Work Day	15	16 Work Day	17	18 Work Day
19	20	21 Work Day	22	23 Thanksgiving	24	25 Work Day
26	27	28 Work Day	29	30 Work Day		

<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	Downed Pilot's Son Rebuilds Plane . . . . .	4
Operations Officer	* Gary Barber	(805) 659-4319	bearcat69@pacbell.net	Party Time at our Museum Hangar . . . . .	5
Maint Officer	* Dick Troy	(805) 522-5061	konvair@aol.com	Governor Vetoes CAF Sign Bill . . . . .	6
Safety Officer	* Bob Goubitz	(805) 388-8341	rgoubitz.cafsocal@zoemail.net	Museum Street Signs . . . . .	6
Facility Officer	Bob Albee	(805) 583-4872	loll@earthlink.net	Wing Photo Page I . . . . .	7
Training Officer	Jason Somes	(818) 292-4646	airboss@jasonairracing.com	<i>China Doll</i> Nearing Flight Status . . . . .	7
Public Info Officer	Pat Brown	(805) 479-2221		In Memoriam – Phil Eatherton. . . . .	8
Personnel Officer	Norm Swagler	(805) 482-6994	pswagler@hotmail.com	In Memoriam – “Buddy” Joffrion. . . . .	8
Historian	Ron Fleishman	(805) 384-4426	oldplanec46@aol.com	In Memoriam – Sharon Wilson. . . . .	9
Collections Manager	Jim Tierney	(805) 522-7067	jimerniet@aol.com	Maintenance Officers Report . . . . .	9
Museum Director	Sarah de Bree	(805) 389-9185	scdebree@aol.com	Featured Aircraft Day . . . . .	10
Gift Shop Manager	Sarah de Bree	(805) 389-9185	scdebree@aol.com	Southern Calif. Wing's 25 <sup>th</sup> Anniversary. . . . .	10
Webmaster	Dave Flood	(805) 987-7231	macantuile@yahoo.com	Museum Update . . . . .	11
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Chief Docent	Charles Miller	(805) 383-6998	camamiller@att.net	Wing Photo Page II . . . . .	13
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Hangar Event Mgr	Dick Burrer	(805) 484-0704	burrerd@aol.com	Wing Staff Ballot . . . . .	14
HANGAR PHONE (805) 482-0064 HANGAR FAX (805) 482-0348 WEBSITE <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



The Southern California Wing has some 300 members, so it is natural that we are not all of the same view. In the four years that I have been your wing leader, I have been no stranger to controversy. The C-131 seems to draw more than its share of controversy and I would like to talk about that this month.

Our C-46 *China Doll* has been the hallmark of the Southern California Wing. She was our first aircraft and we have cared for her and flown her for some 25 years. Most of the active Wing members, past and present, have flown on her. She has been to countless air shows and she is known to everyone on the warbird circuit. This year *China Doll* has not flown at all because she has been down for major structural inspections to make sure she is safe. I am happy to say that she is structurally sound and should be flying again in 2007.

When we acquired the C-131 in 2001, some perceived the aircraft as a rival to *China Doll*, a pretty, younger woman vying for the Wing members attention. Like most pretty women, she did require a lot of attention. And the Wing did spend a lot of money on her, more than \$250,000.

Some Wing members weren't happy, and some thought that if we had \$250,000 to spend, why didn't we spend it on our other aircraft rather than on this upstart newcomer? Was the Wing lavishing money on the C-131 at the expense of *China Doll* and the other aircraft?

I have been told that several Wing members have left the Wing because they felt the C-131 was receiving too much attention and money, and one Wing member has indicated he feels we do not do enough for the C-131, have parked her in the dirt and are milking her for all she is worth. Neither of these extreme positions is correct, of course, and I would like to clear the air with the real situation concerning the aircraft.

Why was it necessary to spend \$250,000 on an aircraft that looked immaculate when it arrived? Beauty is only skin deep. The aircraft's maintenance records indicated the C-131 was maintained in accordance with applicable requirements since its restoration five years earlier, but was out of annual when we accepted it, and it was flown from Florida to Camarillo under a ferry permit. In the course of performing the extensive annual inspection on the aircraft, we discovered that considerable corrosion existed under the cabin floor and around all of the 22 cabin windows. Additionally, there was considerable fuel seepage from the wet wings, indicating the fuel compartment sealant had deteriorated, and the exhaust augmenters were heavily carbonized and posed a fire risk. The cost of these repairs was right at \$100,000 and the aircraft could not be flown unless they were done.

The work was done and the aircraft flown to its first air show as a CAF aircraft in August 2003. On the trip home

we lost the #2 engine. The engine required an overhaul, and at the same time it was discovered that both propellers were unserviceable. The cost of these repairs was right at \$150,000, making the total investment in the aircraft \$250,000, plus the cost of some lesser items.

Wow! Another \$150,000 on top of the \$100,000 we already spent! Should we do it? The Wing Staff agonized over this question and how to pay for it. Eventually the Staff decided to repair the airplane and she was back in the air in 2005.

Where did the money come from? The initial \$100,000 came half from donations and sponsorships for the C-131 and half from money we borrowed from our hangar improvement account. That money would not be needed for some time and it was projected that it could be repaid in a few years from the C-131's earnings. The follow-up \$150,000 was borrowed through a bank note. \$15,000 of this note was repaid in 2005 and fundraising is underway to retire the remaining \$135,000 by the end of this year because the note was called. The debt service for the bank note has been paid by the Wing's general account, but has been offset by the C-131's earnings in the past 18 months.

So the C-131 repairs were financed almost entirely through donations and loans, there was not significant money taken from the Wing's general account, and none from restoration projects or from our other flying aircraft.

Would, or could, the \$250,000 spent on the C-131 have been spent on the Wing's other aircraft? The borrowed \$200,000 could have, but it would be highly unlikely. We rely on donations, not borrowed money, to maintain and restore our aircraft, and we would probably not have considered borrowing money to complete any of our restorations. The normal funding sources for repair and maintenance for all our aircraft remained intact, and there was no shortfall of funds for repair or maintenance of any of our flying aircraft.

I am convinced that the C-131 is a good aircraft for the Southern California Wing. The \$250,000 spent, while very painful and at times very divisive, has resulted in a reliable aircraft and we have learned how to make money with it over the last 18 months. The people at both ends of the spectrum who say we do too much for the aircraft, or too little, do not have to deal with the day to day realities of finding the money to keep these wonderful aircraft flying. We do not favor one aircraft over another. They are all important and are all part of our family. We do as much for each aircraft as we can and we treasure them all.

Until next month. . . .

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### Things To Remember:

**To Vote** – See page 14 for our Wing's ballot and Instructions on how and where to vote.  
We need your completed ballot by Nov. 15.

**To sign up for our Christmas Party** See also page 14 for all the particulars. We'd like to see a great turnout of our members to celebrate the year, thank the Wing Officers, and welcome the new Officers for the coming year.



## Downed Pilot's Son Rebuilds Plane Aircraft is similar to one missing in World War II

By John Mitchell, [jmitchell@VenturaCountyStar.com](mailto:jmitchell@VenturaCountyStar.com)  
September 26, 2006 (Reprinted with permission)

One of the photographs that Dave Fish treasures shows his father holding him in his arms in Decatur, Ill., on Sept. 8, 1944. Actually, you can't see the infant because a baby blanket was covering his face from the sun. However, Fish, now 62, a 34-year resident of Camarillo, takes comfort from looking at the photo, knowing that for a few brief moments, he was close to his father.

Less than a month later, on Sept. 26, Capt. Doit Fish, a U.S. Marine Corps pilot, stepped aboard the SS Zoella Lykes, a freighter-turned-troopship, at Port Hueneme. Then, he and other members of VMB 611, a bomber squadron, sailed off to do combat with the Japanese. Some of the men came back. Doit Fish did not.

He was the pilot of a PBJ-1, the Navy's version of a B-25 Mitchell bomber. He flew 25 combat missions, the last one against Japanese targets on the large island of Mindanao in the Philippines to support ground assaults.

His aircraft did not return to Moret Field in Zamboanga, Mindanao. It just disappeared. No amount of searching could find it. Doit Fish and his seven crew mates were declared missing in action. The date was May 30, 1945. Eleven years later, on Nov. 16, 1956, the aircraft wreckage and crew's skeletal remains were found.

Although individual identification was impossible, it was confirmed that the remains were of Fish and his crew. On July 15, 1957, a group burial with full military honors was held at Fort Logan National Cemetery in Denver. Dave Fish was not there. He said his mother, Dorothy, and stepfather had decided not to attend.

Nearly 50 years later, Dave Fish and members of the Commemorative Air Force Southern California Wing at Camarillo Airport are rebuilding a PBJ-1J, similar to the one flown by Capt. Doit Fish and his crew. The Southern California Wing acquired the plane from Midland, Texas, in April 1993. After inspection, it was put into a long restoration process. According to the Southern California Wing's Web site, the plane will be painted the colors of a Marine Corps PBJ-1J, and its name will be Semper Fi.

Dave Fish and his mother had left Illinois and come to Ventura County when Dave was 5. He attended El Rio School and three years at Oxnard High School before moving back to Illinois, where he finished high school.

At the end of his junior year in high school, Dave Fish moved back to Illinois, where his grandparents were. "They discussed my dad all the time, and that piqued a sense of inquiry in me," he said. "I asked questions, and I started learning more about my father. The door had been opened. I got more information from my grandparents." He found himself getting sentimental and emotional on

Memorial Day, because it was on a May 30 when his father disappeared.

On Nov. 16, 1963, seven years to the day after his father's remains were located, Dave Fish married Mary Waalewyn in Belvedere, Ill. The next day, they began their journey to Oxnard and, on the way, they stopped in Denver. "We stopped to see Dad's grave site for the first time," he said. "That visit had a great impact on me. It was emotional because like other families with MIAs, there had been no closure. On that day, I got a sense of closure. He was there with the crew he trained with, the crew he flew combat missions with, who were shot down together and who are now together for eternity.

Shortly before his wedding, his mother gave him some of his father's personal effects that had been mailed to her. "They included his log book, a boomerang he had bought in Australia, his billfold, watch, ink pen, a \$1 bill, and photos of my mother and me," Dave Fish said.

In 2004, Fish began striking gold with the Internet. He got his dad's military records from the Military Records Center in St. Louis. "I found out that he had left from Port Hueneme; until then I had no idea he had been here," Fish said. "I learned the name Zoella Lykes and was put in touch with a guy who was a Navy armed guard during that voyage, and he remembered Dad and the others."

Fish also learned about the survivors of VMB 611, that they had a reunion each year. He met them and learned that one had driven the jeep that brought his dad from the barracks to the flight line for that ill-fated mission.

He also met his father's wingman on that flight, an old man still suffering from survivor's guilt. "I think this put a finality to everything," said Fish, referring to a book written in 1981 by one of his father's squadron mates. "That was the year he and other surviving squadron members learned my dad's plane had been found." The book ends with these words: "At long last, after 36 years, we can close the book on VMB 611. All planes are in."



© Photo by Rob Varela, *Ventura County Star*

**Col. Dave Fish with PBJ-1J "Semper Fi," to be painted in the colors of Marine Squadron VMB-611.**

## Party Time At Our Museum Hangar

By Dave Flood

Dick Burrer is our Special Events Officer, and he is doing a great job in marketing our WWII Aviation Museum Hangar as an ideal venue to hold a party, dinner, birthday bash, dance, memorial service (especially for veterans), you-name-it. Some of the organizations he has enticed to dine and dance at our digs are:

- Long-Term Care Ombudsman Program, Ventura County
- Ventura County Philatelic Society
- Russell Rullman Memorial Service
- Bert Lee Memorial Service
- Scheduled for 2007: groups from Amgen, American Red Cross
- Ventura County Music Festival.

We have an ideal spot for any association, club, group, company, etc. to plan and hold their special event. Dick can suggest caterers and party accessory service people to interested groups to help make their affair a successful one. He can also arrange for guided tours of our facilities.

And the ambience! A WWII atmosphere, with authentic WWII airplanes and artifacts and vehicles as backdrops!

A recent dinner held in the hangar by the Long-Term Care Services Ombudsman Program of Ventura County featured large models of helicopters, planes, tanks and ships as center-pieces, with hand-outs at each table of WWII-type metal model pencil sharpeners for each guest.

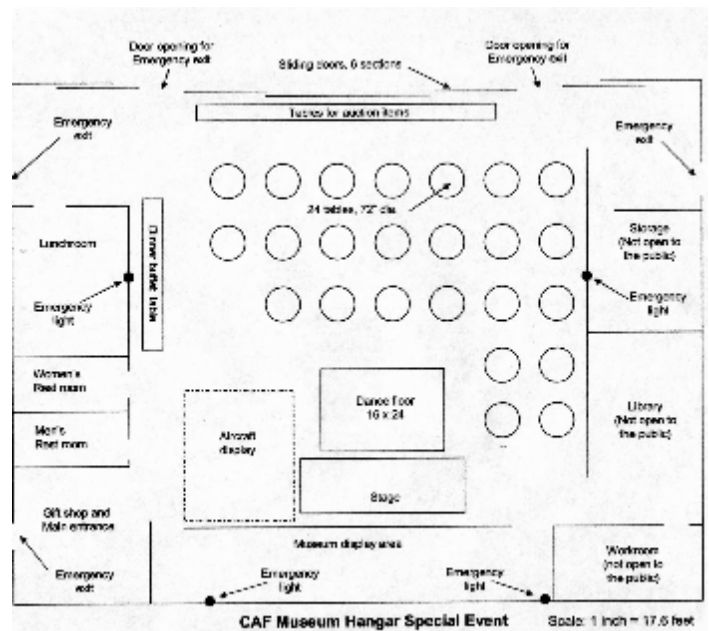
The dinner's theme was a celebration of the organization's 25<sup>th</sup> anniversary, honoring America's Greatest Generation.

164 guests sat down for a filet mignon dinner served on white table cloths, with white covers over the chairs. One large side table held dozens of beautiful gift baskets, which were raffled off during the dinner. A stage was set up on which a band played 1940's music, and guests danced on a dance floor in front of the stage. The catering was all done from a special tent set up outside the hangar doors. It was a first-class event.



© Photo by Dave Flood

**A section of the dinner set-up in our WWII Museum Hangar for the Ombudsman Program Party on September 16, 2006. 164 guests dined & danced in the hangar, amid mementoes of World War II.**



© Schematic by Casey de Bree

**This schematic shows what our WWII Aviation Museum Hangar looks like when configured for a dinner, with 24 tables accommodating 240 guests. A stage, dance floor, and serving tables are provided. A caterer can set up a serving tent just outside our hangar doors to best serve the guests.**



© Photo by Dave Flood

**Here's Dick Burrer, our Special Events Officer, during the recent Ombudsman Program dinner meeting.**

If you are a member of an organization or company that would like to hold a special event at our WWII Aviation Museum Hangar, please get in touch with Dick at:

Dick Burrer  
Special Events Officer  
CAF – Southern California Wing  
455 Aviation Drive  
Camarillo, CA 93010  
Phone: (805) 384-1951  
Cell: (805) 444-8285  
E-Mail: burrerd@aol.com

# Governor Vetoes CAF Sign Bill

By Dave Flood

Col. Frank Doerfler tried for five years to get a bill through the state legislative process and signed into law by the governor. AB 2234 would have provided signs along the north-bound and south-bound 101 freeways to help motorists locate the WWII Aviation Museum, where WWII history comes alive, with renovated vintage aircraft such as a C-46, a C-131, and a Japanese Zero. The museum is also home to historical displays, interactive exhibits, aviation art and a research library.

After a contingent of SoCAWing members went to Sacramento to lobby before the Transportation Committee in favor of the freeway sign bill, the committee voted 13-0 to approve Bill AB 2234 and send it on its way to the State Assembly. Kudos to Frank Doerfler for his untiring efforts in behalf of the freeway signs, and also to those who accompanied him to Sacramento - Bill Main, Charles Valentine, and Craig Tynan. Assemblywoman Audra Strickland and Senator Tom McClintock were very helpful to our cause in presenting the bill, and shepherding it through the committee, and then through the Assembly and the Senate.

Subsequent to the Transportation Committee vote, the full Assembly voted 76-0 in favor of the bill, and the Senate voted 23-5 in favor. However, the very powerful bureaucratic entity called CALTRANS reared its influential head, and began pressuring the governor's staff to veto the bill, saying that there could not be an exception to its "New Sign Policy" for freeway signs. They insisted that there must be a minimum annual number of visitors to a museum of 500,000 before a freeway sign could be authorized.

Although the people had spoken very clearly in favor of our freeway signs bill, through votes of 76-0 and 23-5, the bureaucrats put the full-court pressure on the governor's staff to veto the bill.

Frank Doerfler, as he had for the five years he has been pushing for the freeway signs, refused to give up to CALTRANS, and organized a letter writing/e-mail writing/phone calling assault on the governor's office. Many of our members and friends all over the world sent e-mails and letters to the governor, beseeching him to sign the bill.

Alas, even with all the work by Frank Doerfler, and the help from Audra Strickland and Tom McClintock, the members of the Assembly Transportation Committee, the State Assembly, the State Senate, and many of our members and friends - CALTRANS had their way. The governor vetoed Bill AB 2234 on Friday, September 28, 2006.

The governor issued the following statement to the California State Assembly concerning his veto:

"To the Members of the California State Assembly:

I am returning AB 2234 without my signature.

While I recognize the valuable contributions that the World War II Aviation Museum plays in preserving a significant part of aviation history, I am unable to grant the museum a special exemption from long-standing criteria for highway signage.

The California Department of Transportation has established criteria for highway signage for the purpose of determining when destination signage should be used to direct motorists to points of interest. Because the primary purpose of destination signage is traffic management, signs are typically provided only for points of interest that are determined to be significant traffic generators. In the case of museums within urbanized areas, this is determined by a minimum annual attendance of 500,000 persons. Unfortunately, the World War II Aviation Museum's annual attendance does not fulfill this criterion.

While I strongly support this worthy organization, granting a special exemption in this case would unfairly disadvantage the many other equally worthy organizations that would not get their own signage. Therefore, I regretfully return this bill without my signature.

Sincerely,

(signed)

Arnold Schwarzenegger"



© Photo by Jennifer Vitela  
Bill Main, Charles Valentine, Frank Doerfler (rear), Craig Tynan and Assemblywoman Audra Strickland. They formed Wing's lobby effort for Bill AB 2234.

## WWII Aviation Museum Street Signs

Pat Brown has arranged for the City of Camarillo to put up street directional signs at key points near the airport. You can sponsor one of the signs! Or maybe you can get together a group to sponsor a sign. The signs will have our Wing Logo. They cost \$350.00.

See Pat for details, or call her at (805) 479-2221.



## Wing Photo Page I



© Photo by Dave Flood

**A smiling Jason Somes hugs his favorite warbird, the Grumman F8F Bearcat, after qualifying as a pilot in this hot round engine beauty. Welcome to the cockpit!**



© Photo by Dave Flood

**It's not all fun and games, Jason. Here's one of our senior pilots, Alan Gaynor, doing some grunt work.**



© Photo by Dave Flood

**Our Cessna 140 awaits it's new owner.**



© Photo by Marilyn Newton, *Reno Gazette-Journal*

**Jason Somes winning the Bi-Plane Bronze Medal in the 43<sup>rd</sup> Annual Reno National Championship Air Races on Sept. 12, 2006 in his Pitts Special.**



© Photo by Dave Flood

**A gathering of "cats" in our hangar – Bearcat, Wildcat and Hellcat. All 3 flew at Midland's Airsho 2006. Our Convair C-131 also made the trip to Texas.**

Mother Goose & Grimm



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**Travel History 101: Coach class before Boeing 777s.**

## "China Doll" Nearing Flying Status

Our C-46 "China Doll" has been out of action for a year, due to a fire sensor problem. The C-46 Maintenance Crew, headed by Crew Chief Charlie Valentine, with expert assistance from Gene O'Neal, worked long and hard to isolate the problem sensors, and finally declared success on Oct. 10 with a run-up of both engines. The "old girl" is still alive and well – and looking forward to flying again.

## In Memoriam

### Phil Eatherton, 1953-2006



Philip B. Eatherton of Camarillo died Sunday, September 10, 2006 at the age of 52. He died as a result of injuries sustained in a motorcycle accident.

Phil was born December 15, 1953, in Denver, Colo., where he grew up and graduated from Thomas Jefferson High School. He continued his education at Western State University and the University of Denver in Colorado. Phil was an entrepreneur in real estate and investments for almost 30 years with Eatherton and Company. He was the first person under the age of 21 to receive his securities license in the state of Colorado.

Phil enjoyed playing soccer, and was an avid snow skier and ski instructor. He also enjoyed boating, golfing and riding motorcycles. He was a member of the Royal Order of Moose, Lodge 2047, in Camarillo.

He is survived by his parents, Herschel and E. Pauline Eatherton; daughter, Chandra Eatherton, all of Denver, Colo.; sons, Brady Philip Eatherton and Chad Cory Eatherton, both of Camarillo; and three step-daughters.

A memorial service was held on Thursday, September 14 at the Camarillo Family Center of the Royal Order of the Moose Lodge 2047 in Camarillo. A funeral service was held Saturday, September 16 in Denver, Colorado.

Phil was a Colonel in our Wing, and will be missed. We tender our condolences to his family, and especially to his son Chad, who has been a Cadet in our Wing for some time. Chad has formed many friendships with our members, and has contributed significantly to the upkeep of our WWII airplanes. We all celebrated with him when he earned his Private Pilot's License when he turned sixteen.

### Frank J. "Buddy" Joffrion, 1921-2006

Frank "Buddy" Joffrion of Santa Ynez, CA died recently. He was a pilot, writer, educator, historian, but most of all he was a great friend to all. That is why we all called him "Buddy."

Buddy became a member of the Southern California Wing of the Commemorative Air Force in October of 1981 and was a very active and supportive member of the organization. He was one of the nine owners of the SNJ-5 "290" that was donated to the Wing in 1983, and which is still flying as the Wing's most active aircraft. He also was one of the C-46 "China Doll" pilots who took this aircraft to many air shows and flying events. Buddy gave generously of his time, talent and finances in the early days of the Wing's development – a time when all were sorely needed.

Buddy was a very good personal friend to many of aviation's great personalities, including: Gen. Jimmy Doolittle, Gen. Pat Haleran, and Clay Lacy. Clay was one of Buddy's co-pilots during his early days of flying for United Airlines. As a pilot for United, Buddy flew every kind of airplane the company had, from the early DC-3s up to and including the giant Boeing 747s. He retired from United Airlines in 1981, after many years of flying service.

There was a saying in the flying business: "You were either a one, two, or three-cushion pilot," – depending on your height. Buddy was a three-cushion pilot, two underneath and one in back. This was so he could reach the rudder pedals and still look out the windshield at the same time.

Buddy's writings were humorous, entertaining and informative. Many of his articles were published in the CAF's *Dispatch* magazine and in the Wing's *Flight Line*.

Buddy had a great sense of humor, with a big smile and a big heart for everyone he met. He will always be remembered and also missed by everyone that he became associated with.

Buddy will always "Keep 'Em Flying."

The Southern California Wing of CAF sends its condolences and best wishes to Buddy's wife Phyllis, and to his son Steve and the Joffrion family.

An excerpt from Buddy's ode to the Lockheed P-38:

*"The "Skunkworks" gang under Kelly's reign  
Were designers true and straight,  
But the noblest craft they gave life to  
Was the fabled Thirty Eight.*

*McGuire and Bong, Levier and Kelsey,  
And many another great  
Have made their mark and earned their fame  
At the yoke of a Thirty Eight.*

*The flow of time goes on and on,  
Nothing stems its tireless gait  
But I think the years that come will see  
No match for the Thirty Eight."*



## In Memoriam – Sharon K. Wilson

Sharon K. Wilson, of Agoura Hills, our long-time Personnel Officer, passed away on September 19, 2006 after a long bout with cancer.

Sharon was well known by everyone who worked at the hangars, and was well liked by all. Her husband, Tom, also a Wing member, was her constant companion and helper as she took care of all our personnel information.

A Memorial Service for Sharon was held at St. Maximilian Kolbe Catholic Church in Westlake Village on Tuesday, September 26, 2006. The service was attended by many of our members.

Sharon was born on October 6, 1946 in Queens, New York. She was buried in North Collins Cemetery, North Collins, New York.



*God saw you getting tired  
And a cure was not to be.  
So he put His arms around you,  
And whispered "Come with Me."*

*With tearful eyes we watched you suffer,  
And slowly fade away.  
Although we loved you dearly,  
We could not make you stay.*

*A golden heart stopped beating,  
Hard working hands now rest.  
God broke our hearts to prove to us  
'He only takes the best.'*

The Wing extends our kindest condolences to Tom and his family. We will forever miss Sharon as an officer and as a friend.

---

## Maintenance Officer's Report by Dick Troy

By the time this gets to you it will nearly be Halloween. It's the scary time of year that all kids love - regardless of age. I'm sure all of us can remember an instance or two during Halloween that scared the living crap out of us. It was great because there was no real danger. As you can probably tell, this is an intro to my column for November.

I used to subscribe to *Flying* magazine, and one of my favorite columns was "I Learned About Flying From That". In the column the writer would tell the reader about some hair-raising tales that he encountered sometime in the past. It all made for interesting reading and gave out some excellent information and sound advice. Problem was that there was no need for urgency upon the reader as I was comfortably seated in my favorite armchair and usually had a good Scotch and soda helping me to enjoy his article even more.

What I learned from those articles, and from personal experiences tells me that the Human Factor is about 99.5% responsible for most accidents. Case in point: a number of years ago, while I was still turning wrenches with American Air Lines for a living, it became common practice to use a fork lift to install and to remove the wing engines on the DC-10. I want to focus on what were the incremental faults and bad decisions that lead up to the accident that resulted from this practice and what were the remedies. One of the priorities in coming to grips with this process is to understand the very delicate nature of a pylon, especially on the DC-10. It looks huge, indestructible, able to support great weight and handle engine forces from hanging weight up to takeoff thrust, plus reverse thrust stresses. In its own environment it is more than sufficient to handle anything the aircraft can put upon it. Once someone or something places it outside of its envelope very bad things happen.

The process went something like this. American was in the process of rewiring and reworking the numbers one and three pylons. Since pylons are a very expensive product, we could only afford to have a limited supply on hand. In addition, as any business manager can tell you, *time is of the essence*. We needed to get the old pylons off and the new one on A.S.A.P. After all, an aircraft on the ground is not making any money for the Company. Since the engine must be removed first before removing the pylon this became a two-step operation that took a lot of time. The idea was formed to remove both the engine and the pylon in a one step operation utilizing a very, very large forklift. The engine change cradle was to be positioned beneath the engine then lifted via forklift and attached to the engine. The pylon to wing attaching points would then be removed; the rear clevis pin removed; and all lines, connectors controls, etc.; then the entire engine pylon combination would be lowered, saving much time and effort. This worked flawlessly - or so it was thought.

**To be continued next month...**



© Photo by Charles Valentine

**Eric Lange's debut as a movie star – he's the one coming out of *China Doll* in a movie shoot at our hangars. Autograph, Eric?**

## FEATURED AIRCRAFT DAY – December 9, 2006

by Ceci Stratford



© Photo by Eric Van Gilder www.vg-photo.com

### **Our own CAF North American SNJ-5 Texan trainer**

Our Wing is planning a Featured Aircraft Day to honor the World War II **SNJ/AT-6** and the Vietnam War era **T-28** advanced trainers. We will also be remembering the 65<sup>th</sup> anniversary of the bombing of Pearl Harbor.

The regular museum entry fee will apply, but will include lots of activities. There will be displays about the aircraft, freebees for the kids, photo opportunities, flights by the aircraft, and refreshments.

**We will need volunteers to work on the ramp and in the museum that day, as well as volunteers to help set up the event.**

Photo opportunities will be provided to photograph children and adults in the cockpit with helmet, goggles and scarf, which will be great for our visitors and make some money for the Wing. **We will need two or three people to take over the coordination of this activity.** The photo printer and paper are available, but we will need a camera and volunteers to make it happen.

**We also need volunteers to distribute flyers** to local businesses in Camarillo, Oxnard, Ventura, Thousand Oaks, Moorpark, the airport, and other places one to two weeks prior to the event.

**Another volunteer opportunity is to help secure sponsors for this event, e.g. businesses to help fund gas, printing, and other event expenses.**

Let Joe Peppito or Ceci Stratford know if you can help.

Joe: [jocafpeppo@aol.com](mailto:jocafpeppo@aol.com) (805) 498-4178

Ceci: [cecipilot@sbcglobal.net](mailto:cecipilot@sbcglobal.net) (805) 630-3696



© Photo by Brian Lockett

**North American T-28 Trojan trainer based at CMA.**

## CAF Southern California Wing's 25<sup>th</sup> Anniversary Year - 1981–2006

by Pat Brown

The Southern California Wing was formed at Van Nuys Airport, with the first general meeting at the Skytrails Restaurant on March 20, 1981. Monthly meetings were held at the Skytrails Restaurant until it closed, and then at the Beech Aero Club. The unit was formed as a Squadron of the CAF, serving the greater Southern California area, from San Luis Obispo County to San Diego County.

The first air show participation was at Van Nuys Airport on September 5-6, 1981. The unit's first aircraft had not yet arrived, but a booth was set up that attracted new membership and raised funds.

Clay Lacy was one of the first pilots to fly the unit's first aircraft – a Curtiss C-46 twin engine transport. On October 12, 1981, Clay paid for the fuel to fly the aircraft from Harlingen, Texas to Van Nuys in 71/2 hours non-stop.

The aircraft was at Van Nuys Airport the first winter, while the work began to refurbish the aircraft. On June 11, 1982, the C-46 flew to Camarillo Airport, its new home.

On September 24, 1982, a ceremony was held at the Van Nuys Airport Condor Squadron facility, where the Southern California Squadron became a Wing. At the same event, actor Robert Stack became an honorary member of the CAF, and a commissioning ceremony was held for six new local women members. The CAF Headquarters in Texas, which had been formed in 1957, had changed its charter to allow women members, and six local women had signed up. Also on that day, Los Angeles Mayor Tom Bradley proclaimed the day as "CAF Day" in Los Angeles with a framed proclamation.

When the Spruce Goose held its Grand Opening Ceremony in Long Beach Harbor on May 14, 1983, the C-46 led a flight of WWII aircraft (from the So. CA area) – circling overhead many times during the ceremonies.

In February, 1984, the CAF So. CA Wing held a ceremony at the Condor Squadron at Van Nuys Airport, accepting the Wing's second aircraft, A WWII Navy trainer, North American SNJ, donated by six of the unit's members. The aircraft, now called "Two Ninety," is painted school-bus yellow, with "290" painted on the side. The aircraft is often used as a camera ship because of its visibility, flies over many funerals, and participates in many air shows throughout the western states.

The rest is history.....

This is the 25<sup>th</sup> anniversary year of the CAF, Southern California Wing, which now maintains twelve aircraft. Many of the aircraft are rare. The Wing's members restore, maintain and fly the aircraft in many air shows throughout the western states each year. The volunteer members also operate a museum at Camarillo Airport. The museum is open daily from 10 a.m. to 4 p.m. in two large hangars. On Tuesdays, Thursdays and Saturdays the visitors may also watch the members working on the aircraft

For twenty-five years, the CAF Southern California Wing's motto has been: "Keep 'Em Flying," and its all-volunteer membership has done just that. We look forward to the next 25 years with faith in the future.



## Museum Update

by Sarah de Bree



### New play area for visitors 4 – 8 yrs old

The new play area has a table, chairs, washable coloring pens, coloring and activity books and single pictures of the C-46, P-38, P-39 and P-40 to color. There are also puzzles (yes, an airplane puzzle is on order). Over time more items will be added as the children become more interested in entertaining themselves while their parents enjoy the displays and the big airplanes. If any of you come across items that you think will add fun to the play table, your helpfulness will be much appreciated.



### The filling in of the blank walls has begun!

After months of painting, selecting photos, scanning, sizing and framing, we have finally made a start in telling the story of WWII starting with the attack on Pearl Harbor. We have tried to tell a personal story so that the viewer will feel a part of what is unfolding. The story is tragic in so many different ways but seeing again the terrible toll of human life lost in just a few minutes is difficult to read about but it is a period of history worth remembering.

We will move on to cover the major events of WWII showing the human side as well as the role of our famous War Birds. There will also be a large diorama of the D-Day invasion using models that will be based on the real

military personnel, vehicles, armament and smaller detailed items.

Don't forget, we still will need items depicting the wars in Korea and Vietnam. If you have something you would like to share for the new wall we would really appreciate it.

As soon as possible I will be implementing a 'Docent of the Month' program. This will also include the associates who work behind the scenes in the museum. Now, just showing up on the appropriate day and signing in isn't going to get anyone the big prize (what ever that will be...possibly an airplane ride). You have to be willing to do things that improve the wing. Docents must be a true representative of the wing's artifacts and airplanes. Visitors should not be left to wander around without someone with them to explain what makes each item important to history and to us. Sell, by discussion, the DVDs and items in the gift shop. I observed on several occasions one of the associates going over to some of the 'wanderers' to help explain some of the items on display. That's an obligation we all share.

The entire museum team should sign on for clean up tasks. We should not invite the public into our 'hanger home' and not have everything looking as good as we can make it. As for the airplanes, they should shine like they were going to an air show (this is for the pilots and maintenance personnel). Be willing to share your time and talents as the need is evident. This is our Wing; let's show by example how proud we are to be a part of it and to show it off to all visitors. The dust and birds are a part of our daily environment; don't fight it! Clean it!

Also, very soon, Saturdays will be 'wear your favorite airplane hat day.' I would say tee-shirt too, but you might think that 'pushy!' I am re-ordering now and if you want something on your hat besides the usual logos, let me know. I will be getting a lot of blank hats so that there is some latitude on what is put on the hat. For instance, the Bearcat guys just want 'F8F Bearcat'; no picture of the plane, etc. Use every opportunity to brag about what we do at the So. Cal. Wing.

Until next time...



Uncle Sam wants YOU to vote in the Wing's election of officers for 2007-2008. See page 14 for ballot info. Ballot box, with envelopes, in Restoration Hangar. We want a good percentage of members to vote this year, to show our solid support for the new officers.



## Wing Air Show Report

by Bill O'Neill

### SANTA BARBARA AIR SHOW – 9/30/06

The Santa Barbara Air Show was a one-day affair. We flew the C-131 to Santa Barbara on Friday with a skeleton crew. Some of us stayed in Santa Barbara that night. Rick Johnson, the SIC, drove Terry's car back to Camarillo on Friday so Terry would have a way to go home on Saturday after returning to Camarillo with the C-131. Thanks Rick!!

Saturday morning a group of members piled into Larry Simmer's car for the trip to S.B. Additionally, Gino Dellanina and Larry Kates drove their own vehicles to the show. The gates opened at 9:00 a.m. The crowd was good so we stayed busy most of the time. We collected \$1,653 total for the day through the PX and tours, plus we received 700 gallons of fuel. It was a good show!!! Many thanks to the members who helped make this show a success, and a special thanks to Larry Simmer for driving a number of members to the show; Larry and Gino for driving to the show on their own.

### TUCUMCARI AIR SHOW – 10/04/06

We left for Tucumcari on Tuesday the 4<sup>th</sup> of October at about noon. We had intended to leave earlier, but were advised at the last minute that the field would be closed until 5:00 p.m. We arrived at 5:30, parked the plane, cleaned it up, then went directly to the motel via a 12-passenger van they gave us as transportation for the C-131 group. They gave the fighter pilots an extended cab truck, which was very useful as a luggage carrier for all of our luggage. We then attended a boiled feast at the local country club. All of the performers were there, so it gave us an opportunity to chat with people we don't often see. The Canadian Snow Birds were there. This is their 4<sup>th</sup> consecutive year participating in the show.

The gates opened at 9:00 a.m., so we were there by 8:00 - setting up tables and tours. Our location wasn't great - it was down at the very end of the ramp, farthest from the entry gate. The wind was blowing at a good clip, which made setting up the PX very difficult. But we were ready for a good show!! At noon the school children were let out of school to attend the show. Many businesses, including banks, were closed from noon on, so that they could attend the show. The performances started about 12:30. At approximately 1:15 Doc Baldwin, performing the 2<sup>nd</sup> act of the day, had a fatal crash. The remaining show was cancelled, as were the planned festivities for the evening. It was an unfortunate accident, which left a dark cloud over all of the performers and attendees alike.

Thursday morning we left for Midland.

### MIDLAND AIRSHO 2006 – 10/05– 09/06

We arrived at Midland at about 4:00 p.m., cleaned the plane a bit, rented our cars and checked into our motel. That night the entire crew of the C-131 went out for dinner at the Barn Door. We had a great time! Friday we went back to the plane to finish cleaning it up. We opened the plane for visitors about 9:00 a.m. We do not charge

people for tours and we don't open a PX while in Midland. We stayed open for most of the day, taking turns working the plane, going to lunch, etc. We closed up just prior to the general meeting and election. Friday night we all went out for dinner again - this time to the Texas Road House.

Saturday and Sunday we opened the plane about 8:30 a.m. and closed up about noon, because we were on a hot ramp which was releasing aircraft to fly the show. There was a BBQ dinner Saturday evening. Sunday was a quiet night, no planned dinner.

Midland is quite a place. The museum has a lot to offer. It is really very nice. FiFi, the CAF's B-29, is grounded, so it didn't fly in the show. It is in the hanger awaiting four new engines. Even with the cowlings off of her engines, she is a majestic sight! If you ever have the opportunity to visit Midland's Museum, I suggest that you do so.

Our next show is Goodyear. Until next time, take care!

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## FINANCIAL RESOURCE COMMITTEE

by Bill O'Neill

Just a quick note to say that we are still looking for volunteers to help on some of the existing committees to raise funds for the wing. Or perhaps you would prefer to raise funds by using an idea of your own and forming your own committee.

Call Ceci Stratford @ 805-527-3696 or me @ 805-495-4915 if you are interested.

Remember this is your wing and we could certainly use your help.

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© Photo by Ken Barger

**Ken and Misa Nishimura doing their thing on our SNJ-4 in the Restoration Hangar. They spent several weeks helping out on several different planes while visiting with us from their home in Japan. The members gave them a going-away party on Saturday, October 7, 2006 at the end of their stay with us. Ken is a Boeing 747 pilot with Japan Air Lines, and he also flies our SNJ-5 "290." They have both endeared themselves to all of us, and we look forward to their return.**

## Wing Photo Page II: Airsho 2006



© Photo by Justin Lean

**Formation flying by our Zero, Hellcat and Wildcat. Pilots were: Jason Somes, Mark Matye and Carter Teeters, left to right.**



© Photo by Justin Lean

**Our Mitsubishi A6M3 Zero , with Jason Somes flying, trailing smoke after being “shot down” by Mark Matye in the Hellcat. Rookie pilot Somes “took the heat.”**



© Photo by Justin Lean

**Midland Legacy Flight, with the FA-18 Hornet pushing it to get up to the Bearcat, Hellcat and Wildcat. Besides the fighters, our C-131 Samaritan made the Midland Airsho 2006, with a great group of volunteers.**



© Photo by Justin Lean

**Our Bearcat, with Steve Barber in the cockpit, doing a pretty pass for the airshow crowd to say “Oooohhh!”**



© Photo by Justin Lean

**A bevy of bombers flying formation for Airsho 2006. The CAF’s B-17, B-24 and B-25 bombers provided vivid reminders of the airpower of WWII. Some of us remember the days when the skies were filled with these birds going over to the European Theatre.**



© Photo by Justin Lean

**Pretty as a picture! The Zero and Hellcat lazily drifting over the “lush” West Texas landscape.**

# Wing Christmas Party

by Casey de Bree

Our Christmas Party is set for Friday, December 1, 2006 in the Augusta room of the Residence Inn by Marriott at River Ridge, 2101 W. Vineyard Ave., Oxnard CA 93030.

The social hour will start at 6:00, with dinner served at 7:00. We will wrap up by 10:00 PM. Our annual auction will follow the dinner. Cost is \$35 per person

The dinner will be your choice of western prime rib of beef, lemon herb chicken sautéed with shallots, or a vegetarian plate. Dinners include salad greens with your choice of dressing, sourdough rolls, baby red potatoes, vegetables vanilla and chocolate swirl cake desert, and beverage.

Mail or drop off your reservation with check (payable to "Southern California Wing.") and your choice of entrée (beef, Chicken, or vegetarian) before November 18 to Pat Brown or Casey de Bree at the hangar, 455 Aviation Dr., Camarillo, CA 93010.

Be there, or be square!

**Directions: Take Vineyard Exit off the 101 Freeway. Go south on Vineyard; keep to center lane at Vineyard Ave./Oxnard Blvd. intersection; stay on Vineyard past Ventura Road to the Residence Inn (on right).**



(Cut here)

## OFFICIAL BALLOT

Southern California Wing  
455 Aviation Drive  
Camarillo CA 93010  
Attention: Election Committee

### Southern California Wing Staff Election – November 2006

Vote for one candidate for each office by circling the candidate's name, or write in the candidate's name in the space provided

Office	Candidate	Office	Candidate
Wing Leader	Steve Barber	Executive Officer	Jason Somes
	_____		_____
	(write-in)		(write-in)
Maintenance Officer	Joe Peppito	Safety Officer	Marc Russell
	_____		_____
	(write-in)		(write-in)

Only Colonels whose dues are current are eligible to vote

### **BALLOTS MUST BE RECEIVED BY NOVEMBER 15, 2006**

#### Voting instructions:

1. Cut ballot from Flight line (photocopies of ballot will be accepted)
2. Vote for one candidate for each office by circling candidate's name or writing in a name in the space provided
3. Place completed ballot in a sealed envelope. Mark this envelope "Ballot." Do not put your name or any other info on this envelope or on the ballot itself. Any ballots or ballot envelopes received with names will be discarded.
4. Place "Ballot" envelope inside another envelope, and seal this 2<sup>nd</sup> envelope.
5. Voting in Hangar Ballot Box: In the upper left corner of the 2<sup>nd</sup> envelope put: your name & colonel number. In the center of the envelope mark: "To Election Committee." Put envelope in ballot box near Sib Bosso's desk in the Restoration Hangar.
6. Voting by Mail: Follow instructions #1,2,3,4. On the 2<sup>nd</sup> envelope mark your name and colonel number in the upper left corner, plus your return address. Address the envelope to: Commemorative Air Force, Attn: Election Committee, 455 Aviation Drive, Camarillo, CA 93010.
7. All ballots must be received by November 15, 2006.