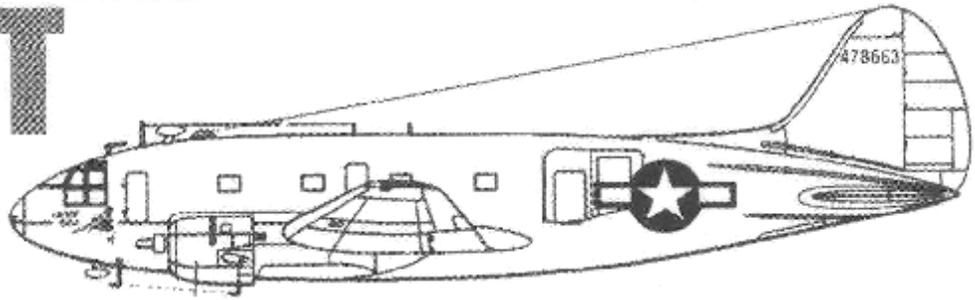


FLIGHT LINE



THE OFFICAL PUBLICATION OF THE SOUTHERN CALIFORNIA WING OF THE CAF

Vol. XXVI No. 10

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

October 2006

DECEMBER 1 - SAVE THE DATE FOR THE WING CHRISTMAS PARTY
OCTOBER WING STAFF MEETING SEPT 30 DUE TO AIRSHO 2006



© Photo by Jeremy Flack, *Aviation Photographs International*, 1996

The Wing's Supermarine Spitfire Mark XIV. The aircraft is currently undergoing repairs and inspection while it's Rolls Royce Griffon engine is out for overhaul. Col. Les Bedding and his crew are doing an excellent job on the aircraft. If you would like to donate to the Spitfire's restoration, or become a Spitfire Sponsor, please contact Steve Barber

"New Business Plan"

"Museum Update"

"Santa Maria Air Show"

"A6M2 Zero in Hawaiian Museum"

"Where In The World Is Scott?"

"Wing Staff Ballot – Due Nov. 15"

**WING STAFF MEETING, SATURDAY, SEPTEMBER 30, 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

October 2006

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 Work Day	4 Air Show Tucumcarri NM	5 Work Day	6 Airsho 2006 Midland	7 Work Day Airsho 2006 Midland
8 Airsho 2006 Midland	9	10 Work Day	11	12 Work Day	13	14 Work Day
15	16	17 Work Day	18	19 Work Day	20	21 Work Day Air Show Goodyear AZ
22 Air Show Goodyear AZ	23	24 Work Day	25	26 Work Day	27	28 Work Day
29 Daylight Savings Time Ends	30	31 Work Day				

STAFF AND APPOINTED POSITIONS

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Adjutant	* Bob Albee	(805) 583-4872	loll@earthlink.net
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Submittal Deadline - 15th of the month

Commemorative Air Force
Southern California Wing
455 Aviation Drive
Camarillo, CA 93010-9501

* Denotes Staff Position

Wing Leader's Report

by Casey de Bree



I will start off this month by mentioning that we have two changes in appointed offices at the Wing.

The first is that Flight Line Editor Walt Metcalf advised me that due to other commitments it was unlikely that he would be able to devote the time needed to be editor of the Flight Line in the coming year. Fortunately, former Flight Line editor Dave Flood was willing to step up to the plate and accepted the job for a second time at bat. Thanks to Walt for being editor this past year, and thanks to Dave for coming to my rescue.

The second is that of personnel officer where Sharon Wilson had requested she be replaced because her deteriorating health had made it difficult for her to continue in the job (see the last paragraph in my column). I am very grateful to Sharon for all her years of service to the wing in this capacity, and to her husband, Tom, for his able assistance with the personnel officer duties. Norm Swagler has agreed to take over the job and he is becoming acquainted with the duties of the office. I look forward to working with both Dave and Norm until the end of the year when my term as wing leader is up, and they have my thanks for their willingness to serve.

Wing Staff elections are at hand and you will find a ballot on the last page of this issue of Flight Line. While there is only one candidate running for each of the offices on the ballot and their election is therefore likely a forgone conclusion, I urge you to cast your ballot nonetheless. Those of us who step out on this lonely limb of office take comfort in finding out that we have a vote of confidence from the membership when at least a few votes are cast for us. This is also your opportunity to write in the name of your choice if you do not like who is on the ballot. The nominating committee tries very hard to find more than one person to run for each office, but they seldom are able to come up with more than one name of wing members who are both willing and qualified to fill these offices, and this is the case this year.

When you vote, please follow the ballot submission instructions carefully, including the double envelopes to insure privacy of your vote. Ballots not conforming to the voting rules will not be counted. You can either mail your ballot to the election committee at the hangar, or drop it in the ballot box in the maintenance hangar. Your ballots must be received by November 15.

The wing Christmas party will be held on December 1 at the Residence Inn by Marriott in Oxnard (see page 14 of the *FLIGHT LINE*). This is a Friday, and we had hoped to hold it on a Saturday but we were not able to find a

suitable venue in Ventura County for any Saturday before Christmas in December.

It has been the desire of wing members that we not hold the Christmas party in the hangar because of the cold weather and unheated hangar, and the need for a work party to take down the tables and chairs, and put the airplanes back into the hangar afterwards. This is a double-edged sword, however. It greatly restricts our choice of available dates, with suitable venues being booked a year or more in advance for Saturdays in December, and the cost is considerably higher than when we cater the party in our hangar. We have made inquiries for next year's party for a Saturday in December 2007, and discovered that the cost is prohibitive for a Saturday and even with a higher cost we must guarantee an attendance that is well above our historical Christmas party attendance in past years. One establishment required that we spend a minimum of \$8,000 for dinners and at the bar for a December Saturday. Divide this by 100 guests and you can see what we are up against. This year's party cost is \$35 per person, which is about as high as I would like to see it go, so we will look further for a venue for next year, perhaps the recreation room of a mobile home or condominium complex where a dinner could be catered. Your ideas will be welcomed.

A couple of months ago I wrote in this column that it appeared as if we would have a considerable revenue shortfall by the end of the year. I am happy to report that things are looking up a bit and that unexpected revenue sources have appeared that will relieve much of the shortfall. We have also reduced expenditures a bit, which mitigates a reduction in income. Several unexpected air shows have materialized and have made us a few dollars and our museum and gift shop income continues to be a little better than forecast. My thanks goes out to all of you who helped rein in expenses and who found the additional sources of income we needed. I still believe our business model has changed sufficiently that we need to generate income from sources we have not tapped in the past, and we need to make that happen next year.

I was greatly saddened by the death of three Wing members this month. Philip Eatheron was killed in a motorcycle crash on September 10, founding wing member F.J. "Buddy" Joffrion passed away on September 14 after being in failing health for a number of years, and our former Wing personnel officer Sharon Wilson passed away on September 19 after losing the battle with cancer that she had waged for several years.

All of us at the Southern California wing express our condolences to the Eatheron, Joffrion and Wilson families. They will all be missed.

Until next month. . . .

Major Business Plan O.K.'d by Staff

By Dave Flood

At their monthly meeting on August 12, 2006, the Wing Staff voted to approve a new Business Plan for the Wing.

A committee of concerned members, including Bob Albee, Joe Peppito, Cliff Brown and Pat Brown scheduled a meeting of many wing members, who inputted their "wish list" to the committee for review. Categories of the various activities included on members' wish lists were:

Events; Fundraising; Gift Shop; Hangar; Housekeeping; Landscaping; Membership; Museum; Maintenance; Public Relations; Safety; Website; and Other.

The committee prioritized the many suggestions, and came up with a list of the suggestions ranked with priority numbers from 1 (highest) to 4 (lowest).

The committee is asking for volunteers from the membership to serve on various sub-committees to go over the prioritized suggestions and help them to come up with a solid business plan for the future of our Wing.

It is hoped that many members will participate, as this is a "grass-roots" project, and it will need help from everyone. Pick one of the categories listed above and contact Bob Albee about serving on that sub-committee. His e-mail address is:

loll@earthlink.net.

Here is the Wish List For 2007 And Beyond:

Category: Event

- #1 Attend VCCF "Special Event Marketing & Management" class
- #1 Contact movie and TV for rental of hangar
- #1 Contact outside organizations to rent our hangar
- #2 Conduct a family day at the airport
- #2 Conduct an "Airplane of the Month" event
- #2 Have events to attract public to museum
- #3 Consider naming museum for principal donor
- #4 Develop air show package – Zero & Hellcat
- #4 Have membership social events
- #4 Hold a free mini air show

Category: Fundraising

- #1 Hold dinner/dances (ex. Hollywood Canteen)
- #2 Establish a Financial Resource Committee
- #2 Hold raffles like Valentine Flight
- #3 Develop a donor incentive program

- #3 Hold auctions with donated items from businesses

- #4 Give rides and rating rides on C-131

- #4 Produce video or dvd of our facilities to aid fundraising

Category: Gift Shop

- #1 Sell pictures of our aircraft autographed by pilots
- #1 Professionally upgrade gift shop

Category: Hangar

- #1 Build out museum
- #1 Keep the museum hangar for display aircraft only
- #1 We need a kitchen to get more hangar rentals
- #2 Provide movable barricades around ramp area
- #3 Install public address system in both hangars
- #3 Realign east boundary fencing & remove tel. pole barricades that mark edge of CAF ramp.

Category: Housekeeping

- #1 Daily clean up
- #1 Hire a service to clean bathrooms

Category: Landscaping

- #2 Improve and permanently maintain landscaping

Category: Membership

- #1 Conduct a survey of new members and find out why we lost them
- #2 Create a volunteer & donor recognition program
- #2 Have a "Mechanic of the Month" recognition program
- #2 Have a monthly general meeting & bbq – Saturdays
- #2 Have a "New Member Orientation Luncheon"
- #2 Have an "Aircrew of the Month" recognition program
- #2 New member and member retention program
- #3 Produce a new member familiarization brochure
- #3 Provide mentors for new members
- #3 Publish member profiles in *Flight Line*

Category: Museum

- #1 Improve museum and ramp security (video camera?)
- #1 Include Korea and Viet Nam displays in museum
- 1 Need storage racks
- #1 Survey admissions prices at local museums
- #2 Conduct an outreach program to get volunteers
- #1 Need storage racks
- #1 Survey admissions prices at local museums
- #2 Conduct an outreach program to get volunteers
- #2 Need a coordinator for local high schools & colleges
- #3 Conduct docents cross-training
- #3 Establish a "Friends of the Museum" club

- #3 Institute a "Foot Locker" program at local schools
- #4 Install a bronze statue commemorating WWII airmen at entrance to the museum.

Category: Maintenance

- #1 Crew chiefs should present problems to Maint. Officer's attention
- #1 Crew chiefs should review all potential purchases with Maint. Officer
- #1 Get the C-46 repaired and flying as soon as possible
- #1 Need a ground equipment manager to service, maintain, handle and store equipment
- #2 Improve our storage of spare parts
- #2 Improve storage of items in Oil Shed
- #2 Organize a hot crew to deal with maint. Emergency
- #2 Overhaul yellow a-frame hoist
- #3 Full-time volunteers in the tool/hardware/parts crib
- #3 Hold entry-level classes in aircraft maintenance
- #3 Update and improve our stock room and shop arrangement.

Category: Public Relations

- #1 Advertise on the airport's display board – Las Posas Rd
- #1 Develop an advertising package and budget
- #1 Give SNJ rides to businesses to use as employee rewards
- #1 Host a Chamber of Commerce mixer
- #1 Join the Oxnard and Ventura Chambers of Commerce
- #1 Signs on the freeway
- #1 Signs on the streets
- #2 Explore local cable TV free to non-profits for educational purposes
- #2 Have regular coverage in newspapers
- #2 Redesign Wing brochure for Summer, 2007
- #3 Get our new SoCal Wing patches and other items made and trademarked
- #3 Join service clubs
- #3 Joint public events and connections w/ educational non-profits
- #3 More articles about the aircraft in aviation magazines
- #3 Provide fundraisers with professional promotion packets
- #3 Use a color letterhead

Category: Other

- #1 Effective and positive communications between members

- #1 E-Mail newsletter
- #1 Explore the use of outside book-keeping service
- #1 Hire a full-time manager
- #1 Take the C-46 and C-131 to Midland – Airsho '06 and have member/passengers pay
- #2 Get more spouses involved
- #2 Newsletter and website for Zero in Japanese & Eng.
- #2 Photo-op uniformed pilot for static display
- #2 Special membership for "friends" of Zero
- #2 Sponsor pilots make monthly donations
- #3 Enhance cadet program
- #3 Negotiate a better deal on telephone service
- #3 Obtain surplus modern military aircraft as gate guard
- #3 Publish in *Flight Line* about the work members do behind the scenes
- #4 Finish propeller stand and display
- #4 Solicit more help from the public and community
- #4 Sponsor a baseball team or other community event

We also want YOU to join us and participate in this most important of all tasks that we will be doing for our Wing. Please contact Bob Albee right away and tell him you want to be a part of the planning process for the New Business Plan For The Wing.

His e-mail address:

lol@earthlink.net

He can also be reached at the hangars at : (805) 482-0064, or you can see him in person at the Fairchild F-24R in the Restoration Hangar.

Phil Eatherton Has "Gone West"

Col. Phil Eatherton was killed in a motorcycle accident on Sunday, September 10, 2006 in Ventura. A celebration of Phil's life was held at the Camarillo Moose Lodge on September 14. The Wing extends its condolences to Cadet Chad, Phil's son, and family.

Sharon Wilson has "Gone West"

Col. Sharon Wilson, the Wing's personnel officer for more years than most of us can remember, passed away September 19, 2006. Sharon had been fighting cancer for a number of years and the cancer had weakened her considerably in the last few months. The Wing extends its condolences to Tom Wilson, Sharon's husband, and the Wilson family.

We will have a memorial article in the November issue of *Flight Line*.

Santa Maria Air Show

by Bill O'Neill

The Santa Maria Air Show was a 2-day affair that was just a little gem of a show. We left CMA on Friday the 25th - a little after noon. This was later than our scheduled departure time, for the weather wasn't cooperating.

When we arrived we were directed towards our parking spot, which was directly in front of one of the two entrances. As usual, we introduced ourselves to the locals, cleaned the plane, then were taken to the motel. Our transportation was via a shuttle, which would be the case for our entire stay. Scott Holm rented a van which also was used as a shuttle for the 131 crew. (Thanks Scott - it was a big help). Friday night there was a Mexican dinner for all of the performers. The food was good and they had a mariachi band for most of the evening.

Saturday brought a beautiful Air Show Day. We arrived at the plane by 8 a.m. Meeting us at that time was Jim Tierney, who drove up to help on this day. Thanks, Jim for your hard work. You were/are as usual a big help!!! We set up the PX, the canopy and the signs for the tours. This takes about an hour, so we were all set to go when the gates opened at 9 a.m. The weather was wonderful all day, with the temperatures hovering at 75 degrees with a light wind, an occasional cloud (for a slight bit of shade). The crowd was a fair size, certainly not huge. The traffic for Tours and the PX was sporadic. Saturday night most of the crew went out to dinner to help Dick Updegraff celebrate his birthday. **HAPPY BIRTHDAY DICK!!! THANKS FOR ALL OF YOUR HELP!!!**

Sunday brought another gorgeous day. We did the same set up and were ready when the gates opened. The Air Show sponsored breakfast for all of the performers on Sunday, which some of the crew attended. Attendance was higher on Sunday, so our tours and PX did better. Total money collected for the weekend was \$3,439 for Tours and PX, plus we received 100 gallons of gas. It was a profitable weekend!!

We departed about 5:30 p.m. and arrived CMA about 33 minutes later. As usual, the show was a lot of hard work - which was offset by all the good time that we had.

My thanks to all of the crew whose hard work helped to make this air show weekend a success!

By the time you read this, we will have attended the show at Santa Barbara (9/30) and will probably be in Tucumcari or Midland. Our next definite show (after Midland) will be Goodyear (Arizona) on October 20th through 22nd.

If you are interested in participating contact me at: scwairshow@aol.com.

Until next time, Take Care.

Air Show Schedule

10/3-6	Tucumcari, NM	C131,F6,F8,FM2,Zero
10/6-10	Midland, TX	C131,F6,F8,FM2,Zero
10/20-22	Goodyear Air Show, AZ	C131,F6,FM2,Zero
10/27-29	Edwards AFB, CA	F6, F8, SNJ
11/4	J.Cochran Show, Thermal	C131,F6,F8
11/10-12	Nellis AFB, NV	C131,F6,F8



Photo by Dave Flood

Norm Swagler, our new Personnel Officer. Norm is a member of the Fairchild F-24 restoration team.

Norm Swagler New Personnel Officer

Due to the resignation of Sharon Wilson as Wing Personnel Officer because of illness, Casey de Bree, Wing Leader, has announced that he has appointed Norm Swagler to take Sharon's place.

Norm has been working with Bob Albee as a member of the Fairchild F-24 restoration team. He is a retiree from Northrup Grumman. Norm worked on three projects for Grumman during his tenure there: the Mohawk OV1 observation plane; the E-2A Hawkeye AWACS plane, and the F-14 Tomcat fighter.

Norm has been the secretary of the Grumman Retirees Chapter at Point Mugu.

Sharon Wilson passed away September 19, 2006 after losing her battle with cancer.

Appreciation Day "Across The Pond"



© Photo by Colin Bedding

Les Bedding presenting a plaque to Martin Henocq of Historic Flying, Ltd. for their extraordinary help on the restoration of the Spitfire. Les and Colin were visiting the Duxford Spitfire 70th Anniversary Air Show.

Wing Photo Page



© Photo by Brian Lockett
Marc Russell's T-34 Mentor, with Marc flying and his wife Stephanie in rear seat as photographer. They were photo plane for Family Day at 146 Airlift Wing of the Channel Islands Air National Guard at Pt. Mugu on September 10, 2006.



© Photo by Stephanie Russell
Here's Stephanie's photo of B-25J "Executive Sweet," F6F-5 Hellcat, and T-28B Trojan in flyby.



© Photo by Brian Lockett
Our Bearcat ready for takeoff at Family Day. Mark Matye is at the controls. Lookin' Good!



© Photo by Brian Lockett
Steve Barber's flying our F6F-5 Hellcat. The guys gave the families of the 146 Airlift Wing a thrill with their

formation flying with the B-25s and the T-28. Our Wing's appreciation for the 146's work.



© Photo by Brian Lockett
North American B-25J Mitchell bomber "Heavenly Body" – out of Van Nuys Airport.



© Photo by Brian Lockett
North American T-28B Trojan "Ginny Sue" – based at Camarillo Airport.



© Photo by Brian Lockett
North American B-25J Mitchell "Executive Sweet," – based also at Camarillo Airport.



© Photo by Dan Newcomb
No, this isn't Marc Russell landing his triple-7 at Camarillo Airport. It's Jason Somes landing his remote-controlled 777 model on the "tarmac" of Aviation Drive just outside our hangars.

Finance Officer's Report

by Jason Vosburgh

Let's take a peek at what a non-profit organization is and how the non-profit status has pros and cons.

There are currently thousands of non-profit corporations in existence today. Each non-profit entity has its own, distinct purpose and mission for which it was originally established.

A non-profit corporation is defined as an organization in which no profit may be used to the benefit of its members. This definition does not preclude a non-profit corporation from making a profit, which may seem inconsistent with the name "non-profit corporation". In fact, non-profit corporations should be run as if they are a business, and profit-generation should be one of the goals of the non-profit corporation.

There are several benefits that are available to a corporation that is established as a non-profit. These are as follows:

- A non-profit corporation may apply for and receive exemption from federal income tax. It is very important to note that a non-profit corporation in and of itself is not automatically exempt from federal income tax, but must go through the application process to receive the exemption.
- Securities that are issued by non-profit corporations may be exempt from federal regulation.
- Non-profit corporations may be considered for reduced postal rates.

There are also several liabilities associated with non-profit status such as:

- **Non-profit organizations normally must rely on public financial support (including membership fees if applicable, grants, personal donations, etc.) which may or may not be forthcoming or easily obtainable. Since there is normally not a product or service that is being sold, the non-profit is at the mercy of the consciousness of the general public, which is not a reliable or consistent source of revenue.**
- Most non-profit corporations are not qualified to receive equity or debt financing.
- Non-profits cannot distribute profits to its members, which may hinder them from enticing members to join their organization.

To put it in blunt terms: the CAF is supported and operates upon the good graces of its members and contributors.

Until next month...

Maintenance Officer's Report

by Dick Troy

Summer is almost over, and by the time you receive this it probably will be. It's been a great time - with a lot of ups and downs. More ups than downs, actually, but certainly a very busy summer.

As all of you know it is election time and once again the results to be determined by private balloting. I urge each

and every one of you to use this right to determine the future of this wing.

Unfortunately, I will not be in the running for any elective office for the next set of officers which you will select. Time and circumstance dictate that I would not be able to discharge my duties as Maintenance Officer in a manner that would insure the best interests of the So Cal Wing. As most of you know, I have not been around too much lately, and that is due to pressing personal issues. That is not to say that I have not been active in Wing affairs, which I have, but principally behind the scenes. In fact, I may be able to be more productive in this role rather than the former.

It has been a great ride, but more importantly, please, please vote. Each person's voice needs to be heard and this is the democratic way upon which this great country was founded.

Our next air show will be Tucumcari, followed immediately by Midland. We have some other great places lined up but more on that in next month's issue. Till then - be safe and fly safe!

Old Pilots Never Die.....

A 65 year old man went to the doctor for his Class II physical exam and the doctor was amazed at what good shape the guy was in. The doctor asked, "To what do you attribute your good health?"

The old timer said, "I'm a helicopter pilot and that's why I'm in such good shape. I'm up well before daylight, climb all over the helicopter doing my preflight inspection, flying all day, etc."

The doctor said, "Well, I'm sure that helps, but there's got to be more to it. How old was your dad when he died?"

The old timer said, "Who said my dad's dead?"

The doctor said, "You mean you're 65 years old and your dad's still alive? How old is he?"

The old timer said, "He's 84 yrs old and, in fact, he built and flies his own airplane and he went flying with me this morning. That's why he's still alive... he's a pilot too!"

The doctor said, "Well, that's great, but I'm sure there's more to it. How about your dad's dad? How old was he when he died?"

The old timer said, "Who said my grandpa's dead?"

The doctor said, "You mean your dad is 84 years old and his father is still living! How old is he?"

The old timer said, "Grandpa is 102 years old and he was a pilot too."

The doctor was getting frustrated at this point and said, "I guess he went flying with you this morning too?"

The old timer said, "No...Grandpa couldn't go this morning because he just got married and he's on his honeymoon."

The doctor said in amazement, "Got married!! Why would a 102-year-old guy want to get married?"

The old timer said, "Who said he wanted to?"

(Thanks to Steve Barber for this gem)

Pearl Harbor Museum & Our Old Zero

by Bill O'Neill

As some of you know, I recently became a grandfather for the first time. My daughter and her husband live in Honolulu, Hawaii (he, however, is currently deployed to Iraq). Anxious to see my granddaughter for the first time, I flew to Honolulu on the 17th of August. While I was there I took the opportunity to visit our old Zero.

I was able to visit Ford Island and the museum they are building honoring the history and the sacrifices of the men who served at Pearl Harbor and in WWII.

I met the museum curator, Mike Wilson. He allowed me to take pictures and took some pictures of me with the exhibits. Many thanks to Mike for making me feel welcome and helping me with the history and the pictures.

I took a few pictures of the Zero. It is not painted yet. They were still trying to finalize the colors depicting the zeros that attacked Pearl Harbor. They are using some wreckage of a Zero found on Niihau Island to help determine the correct colors. It is also missing the canopy, which will be installed after they paint the plane. I also took some pictures of the wreckage which will be displayed at the museum.

As an aside - there is a very interesting story concerning this Zero. It seems that the pilot of the zero survived the crash and convinced a Japanese-American to help him. For the entire story go to www.pacificwrecks.com/provinces/hawaii_niihau.html or Google Niihau Island Incident for more information (it really is very interesting and informative).

The restoration done by Aero Trader at Chino is very good so the Zero looked great. The wing no longer has the bump in the leading edge and, of course, the plane is completely covered with sheet metal. Of course it needs a paint job, but that will happen soon.

The museum will open on December 7th commemorating the attack on Pearl Harbor.

You might want to think about going for the opening ceremonies since we had a long-term affiliation with one of their main exhibits.



© Photo by Bill O'Neill

Our old A6M2 Zero in new Hawaiian museum.



© Photo by Dan Newcomb

Col. Misa Nishimura “bucking” rivets for Dan Newcomb (on the other side of the PBJ wing). Misa and her husband Ken have been working very hard during their visit with us. We appreciate the way they help out on a variety of our aircraft, especially since they commute from Funabashi, Japan.



© Photo by Dan Newcomb

Col. Jason Somes in the F8F-2 Bearcat cockpit on his check-out flight. We're always glad to have new pilots.

Col. F.J. “Buddy” Joffrion “Gone West

Buddy Joffrion passed away on September 14, 2006. He was an original member of our Wing, having joined in November, 1981. Our condolences to his family. We will have a memorial article in the November issue of *Flight Line*.

Long Term Care Services – 25th Anniv.

Our Museum Hangar was the venue for the 25th anniversary party of the Ombudsman Program of the Ventura County Long-Term Care Services organization on Sept. 16, 2006. 165 people dined & danced to a 40's band. Contact Col. Dick Burrer to set up your group's party.

Museum Update

by Sarah de Bree



New look for Gift Shop Inventory

In an effort to upgrade and improve the way gift shop items are displayed, we have selected wire-free standing square sections for placing different types of tee-shirts. We can also hang samples of the shirts for a better visual effect.

The aluminum wall seen in the background will soon be moved out 3' and, as soon as it is affordable, all of the walls will be covered with a grooved laminated material that will provide a professional look to the gift shop as well as the capability for hanging shelves and sample shirts and hats. Planned also are twirling racks that will hold the soft cover books such as the Walk Around and Signal books. These will be added to so that each of our airplanes are represented.

New also is a Twirl rack, see photo at right, that holds the smaller toys for the 3 to 8 years old visitors and at a cost of 3 to 5 dollars. The toys offer fun at an affordable price. We are placing a small table and chairs in the museum so the 'wee ones' can sit down and color or work puzzles.

The photo above right is the lighted cabinet that has now become the home for the airplane hats and, in some case, with matching tee shirts. For those of you who have been asking 'when will we be getting in more airplane specific hats', come on over and see what we have. We will be ordering the solid blue hats and will have them embroidered to meet your requirements (for a few extra shekels of course....).



Our new lighted hat cabinet



Twirl Rack with toys for the 3 to 8 year-olds



Some of the new toys in photo above.

We add new toys as they are located. Above you can see the Apache helicopter, Sherman tank, and not shown here are models of the Dodge military truck and the military Jeep and both look like small versions of our own vehicles. We are now attempting to add an airplane model for each of our Wing's aircraft. Metal die-cast preferred.



Displays are under refurbishment with a beautifully painted back drop of blue skies and lazy clouds.

It's probably pretty clear that we still have a lot of empty space. We've been working behind the scenes developing the story, finding new pictures, scanning and cleaning up the pictures (boring!!!). Did I hear you say you would like to help? Well, I'm looking for models of the ships that were along Battleship Row in Pearl Harbor (1:32 or 1:48 scale); a model of the Japanese plane 'the Kate' (1:32 scale) and items that would make a complete D-Day diorama such as soldiers and their accessories and, in particular, a model (or two) of the Higgins boat

that was the personnel landing craft for the beach heads.

I also need a talented volunteer to build a Japanese bunker (or two), with visible armament, and I need a wooden pier that would have been appropriate for Battleship Row, in scale of course.

Walk into the Library anytime and you'll see evidence of lots of paper with photos in some stage of completion with frames and plastic for covering the photos.

A new addition to the displays this time will be a board that will give recognition to the Korean and Vietnam wars. So far, we do not have any items that represent these areas of our history. Anything you might have that could be used for this display would be greatly appreciated.



A peek at our 'new look' tee shirts. Check 'em out! See the beautiful stand out colors.

Until Next Time....

Watch for these stories next month:

Docent of the month

Favorite aircraft hat day

C-130 Night Flight Into Baghdad

This is a funny story particularly if you lust over mixed metaphors. This is from a colorful writer from the 3rd Marine Air Wing based at MCAS Miramar:

"There I was at six thousand feet over central Iraq, two hundred eighty knots and we're dropping faster than the stock market in 1929. It's a typical September evening in the Persian Gulf; hotter than a rectal thermometer and I'm sweating like the proverbial pig. But that's neither here nor there.

The night is moonless over Baghdad tonight, and blacker than a Steven King novel. But it's 2006, folks, and I'm sporting the latest in night-combat technology - namely, hand-me-down night vision goggles (NVGs) thrown out by the fighter boys.

Additionally, my 1962 Lockheed C-130E Hercules is equipped with an obsolete, yet, semi-effective missile warning system (MWS). The MWS conveniently makes a nice soothing tone in your headset just before the missile explodes into your airplane. Who says you can't polish a turd?

At any rate, the NVGs are illuminating Baghdad International Airport like the Las Vegas Strip during a Mike Tyson fight. These NVGs are the cat's ass. But I've digressed. The preferred method of approach tonight is the "random shallow." This tactical maneuver allows the pilot to ingress the landing zone in an unpredictable manner, thus exploiting the supposedly secured perimeter of the airfield in an attempt to avoid enemy surface-to-air-missiles and small arms fire.

Personally, I wouldn't bet my pink ass on that theory but the approach is fun as hell and that's the real reason we fly it. We get a visual on the runway at three miles out, drop down to one thousand feet above the ground, still maintaining two hundred eighty knots. Now the fun starts.

It's pilot appreciation time as I descend the mighty Herc to six hundred feet and smoothly, yet very deliberately, yank into a sixty degree left bank, turning the aircraft ninety degrees offset from runway heading. As soon as we roll out of the turn, I reverse turn to the right a full two hundred seventy degrees in order to roll out aligned with the runway.

Some aeronautical genius coined this maneuver the "Ninety/Two- Seventy." Chopping the power during the turn, I pull back on the yoke just to the point my nether regions start to sag, bleeding off energy in order to configure the pig for landing.

"Flaps Fifty!, landing Gear Down!, Before Landing Checklist!" I look over at the copilot and he's shaking like a cat dancing on a sheet of ice. Looking further back at the navigator, and even through the Nags, I can clearly see the wet spot spreading on his pants. Finally, I glance at my steely-eyed flight engineer. His eyebrows rise in unison as a grin forms on his face. I can tell he's thinking the same thing I am.

"Where do we find such fine young men?"

"Flaps One Hundred!" I bark at the shaking cat. Now it's all aim-point and airspeed. Aviation 101, with the exception there' are no lights, I'm on NVGs, it's Baghdad, and now tracers are starting to crisscross the black sky. Naturally, and not at all surprisingly, I grease the Goodyear's on brick-one of runway 33 left, bring the throttles to ground idle and then force the props to full reverse pitch. Tonight, the sound of freedom is my four Hamilton Standard propellers chewing through the thick, putrid, Baghdad air. The huge, one hundred thirty thousand pound, lumbering whisper pig comes to a lurching stop in less than two thousand feet. Let's see a Viper do that!

We exit the runway to a welcoming committee of government issued Army grunts. It's time to download their beans and bullets and letters from their sweethearts. Walking down the crew entry steps with my lowest-bidder, Beretta 92F, 9 millimeter strapped smartly to my side, look around and thank God, not Allah, I'm an American and I'm on the winning team. Then I thank God I'm not in the Army.

Knowing once again I've cheated death, I ask myself, "What in the hell am I doing in this mess?" Is it Duty, Honor, and Country? You bet your ass. Or could it possibly be for the glory, the swag, and not to mention, chicks dig the Air Medal. There's probably some truth there too. But now is not the time to derive the complexities of the superior, cerebral properties of the human portion of the aviator-man-machine model. It is however, time to get out of this hell-hole. Hey copilot, clean yourself up! And how's 'bout the 'Before Starting Engines Checklist.'

God, I love this job!"



C-130 Hercules arriving at Baghdad airport in Iraq.

Another Reason For Highway Signs

A recent visitor to our WWII Aviation Museum left a comment on our "Visitor Guest Log: How Did You Find Us?"

"Took a wrong turn (and boy are glad we did!)"

Where In The World Is Scott?

by Scott Drosos

The following are excerpts of a journal Scott Drosos keeps of his flights around the world as a 747-400 pilot for Atlas Air Lines. Scott is a member of our PBJ Restoration Team.

"We departed Honolulu at 3:30 the next morning with a heavy load of 256,000 pounds of freight and almost the exact same weight in fuel, headed for Auckland....staying in the (pilot's) seat for about five hours until the captain came back from a much-needed nap. I got about three hours sleep before it was time to prepare for the descent and landing.

By this time it was about 10:00 a.m. in Auckland. The weather was sunny and clear, and we were again treated to some spectacular views of the lovely island nation, causing all of us to comment on how beautiful the place was.

Although we had already flown nine hours, and been on duty for over eleven, we still had one more flight to go. That's when the day really starts to drag! This time it was my turn to fly the leg over to Melbourne, and, as the crews worked at offloading the freight and refueling and recatering the aircraft, I climbed into the right seat and began preparations for the next flight. As usual on this leg, we were taking horses with us. I'm not sure how many there were...but it was enough to require two horse handlers to ride along with us.

After an hour and a half ground time in Auckland, we were airborne again, on our way to Melbourne, our final stop. I was extra careful to fly as smoothly as I could so as not to knock any of the horses off their feet, or cause them to panic and start kicking at their stables.

Landing at Melbourne, I had a long runway and a light airplane, so I had the luxury of taking my time for a "greaser" landing – again for the benefit of the horses. I also used a minimum amount of braking and reverse thrust, taxiing all the way to the end of the runway before turning off, slowing down gradually.

One thing I've always wanted to do, just for kicks, is to go down to the cargo deck and sit on top of one of the horses that we usually carry on this leg. Then I could honestly say that I was the only person who had ever ridden a horse from Auckland to Melbourne! That might be good for a bar bet sometime! Guinness Book of World Records, maybe?"

(After returning to Auckland to pick up another flight)

"It was a good thing I ate breakfast, because it was the last hot meal I would get that day. It turned out that the oven was broken on the airplane (we only have one), and, as a result, we were catered with nothing but cold sandwiches on both the leg to Melbourne, as well as the one from there to Shanghai, a 19-hour duty day! We complained to the company, and received this ACARS message (Air Crew Alerting and Reporting System – basically like an in-flight e-mail system we have in the cockpit): 'Operations approves meals for crew upon arrival. \$50 limit, no alcohol.' Now we're talking!"

"I acted as relief pilot / 'galley boy' on each of the two flights that day. This time, instead of horses on the flight

from Auckland to Melbourne, we had 600 head of sheep! Yup – you read that correctly! And they only took up half the cargo bay. The rest of the freight consisted of the usual pallet loads of boxes. One of them was a wooden box that was 29 feet long. We surmised it might contain helicopter rotor blades or something, but had no real way of knowing what was in the box. It was so long, though, that it wouldn't fit through the side cargo door, so it had to be loaded through the nose of the aircraft. All of our 747-400s have an option allowing the nose of the aircraft to be opened for such oversize loads. That, and loading all those sheep, took extra time, however, causing us to be an hour and a half late leaving Auckland. But, other than meaning an extra-long day for us pilots, nobody's counting. Like I say, passenger complaints are not an issue in our type of operation!"

"Heading home! (from Shanghai). The next morning the wakeup call came as expected, at 5:40 a.m. Several hours later we were on our way to Baku, Azerbaijan, our normal refueling stop on the way to Europe. As always, our route of flight took us way north, directly over Beijing, before making a 90-degree turn to the west. I was in the bunk the first half this time, but the other crew reported seeing the Great Wall, something I've never yet seen.

Again, we flew along the northern border of China, just south of Mongolia, which is probably one of the most desolate areas of the world you'll ever see. (Gobi Desert)

It's just hour after hour of nothing but rocks and sand as far as you can see in any direction. It never seems quite real, looking down on that scene as you fly along in this giant metal flying machine, at 500 knots in shirt-sleeve comfort. It's as though you are simply watching a movie of some desolate part of the world, and yet, here it is, right below you! And while a forced landing in an airplane with this much sophistication and critical system redundancy would be an extremely rare event, the possibility is none-the-less quite sobering!

Looking down at such vastness, I wondered if they'd ever find us, or how they would get to us even if we did survive the crash landing. It's then that you really get an appreciation for the sophistication and reliability of today's modern jetliners. The 747-400 is a wonderful machine, which can truly take you anywhere in the world! Contrast that with the best modes of transportation available on 100 years ago, and you'll see how far we've come. The experience I'm having couldn't even have been imagined back then. I wonder if some of the people in this part of the world (western China, Mongolia) can even imagine it now!

Even a 747 has limits though, and since we always carry huge payloads out of China (in this case over 248,000 pounds of freight), the tradeoff is that we can't put enough fuel on to make it all the way to Frankfurt nonstop. Hence, the stop in Baku, which has the added advantage of having reasonably cheap fuel prices. We took on another 21,600 gallons of jet fuel, and were airborne again less than an hour later. We finally landed in Frankfurt, and, after a quick shower and change of clothes, met for dinner and a nice authentic German meal of 'schnitzel mit noodles,' and kibitzed about our flying experiences at Atlas."

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 and your choice of entrée before November 18 to Pat Brown or Casey de Bree at the hangar, 455 Aviation Dr., Camarillo, CA 93010.

Please make your checks payable to "Southern California Wing."

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 2nd envelope.
5. Voting in Hangar Ballot Box: In the upper left corner of the 2nd 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 2nd 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.