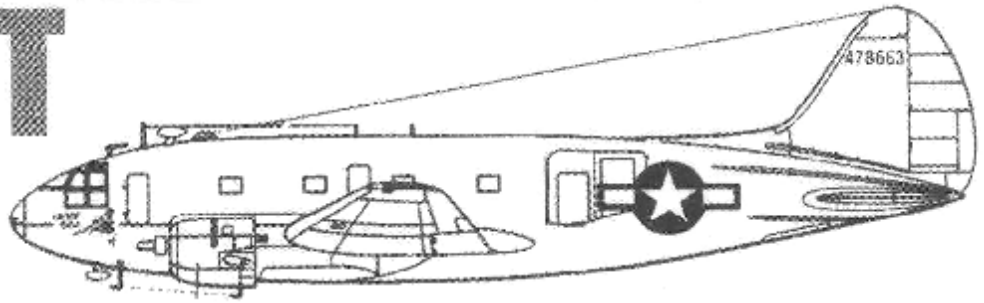


# FLIGHT LINE



THE OFFICIAL PUBLICATION OF THE SOUTHERN CALIFORNIA WING OF THE CAF

Vol. XXVI No. 9

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

September 2006

DECEMBER 1 - SAVE THE DATE FOR THE WING CHRISTMAS PARTY



Photo by Brian Lockett

*Man O' War* arrived at the SO CAL Wing during the last week of July for an unspecified length of time. The beautiful P51D was a hit at the August 19 and 20<sup>th</sup> 2006 EAA air show, and, the visitors to the wing's museum are full of ohs and ahs when they see her in the hangar.

**WING STAFF MEETING, SATURDAY, SEPTEMBER 2, 2006 AT 9:30 AM AT  
THE CAF HANGAR, 455 AVIATION DRIVE, CAMARILLO AIRPORT**

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

## September 2006

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

<b><u>STAFF AND APPOINTED POSITIONS</u></b>				<b><u>IN THIS ISSUE</u></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	Museum Update . . . . .	4
Operations Officer	* Gary Barber	(805) 659-4319	bearcat69@pacbell.net	Pilot Math. . . . .	4
Maint Officer	* Dick Troy	(805) 522-5061	konvair@aol.com	Financial Resources Committee. . . . .	4
Safety Officer	* Bob Goubitz	(805) 388-8341	rgoubitz.cafsocial@zoemail.net	Directional Street Signs . . . . .	5
Facility Officer	Bob Albee	(805) 583-4872	loll@earthlink.net	Freeway Signs . . . . .	6
Training Officer	Jason Somes	(818) 292-4646	airboss@jasonairracing.com	Nominating Committee. . . . .	6
Public Info Officer	Pat Brown	(805) 479-2221		Memories Revisited . . . . .	6
Personnel Officer	Sharon Wilson	(818) 991-8705	tmandskw@prodigy.net	Maintenance Officers Report. . . . .	7
Historian	Ron Fleishman	(805) 384-4426	oldplanec46@aol.com	All n the Family. . . . .	8
Collections Manager	Jim Tierney	(805) 522-7067	jimerniet@aol.com	Good Morning. . . . .	8
Museum Director	Sarah de Bree	(805) 389-9185	scdebree@aol.com	What Happened Here. . . . .	9
Gift Shop Manager	Tom Kinne	(805) 495-8004	rtkinne@dslextreme.com	Christmas Party. . . . .	9
Webmaster	Dave Flood	(805) 987-7231	macantuile@yahoo.com	Air Show Photos. . . . .	9/10
Air Show Officer	Al Kepler	(818) 352-4318	kepler53@yahoo.com		
Air Show Coord.	Bill O'Neill	(805) 495-4915	scwairshow@aol.com		
Chief Docent	Charles Miller	(805) 383-6998	camamiller@att.net		
Newsletter Editor	Walt Metcalf	(805) 482-8291	wtmetcalf@yahoo.com		
Hangar Event Mgr	Dick Burrer	(805) 484-0704	burrerd@aol.com		
<b>HANGAR PHONE</b> (805) 482-0064 <b>HANGAR FAX</b> (805) 482-0348 <b>WEBSITE</b> <a href="http://www.orgsites.com/ca/caf-socal">www.orgsites.com/ca/caf-socal</a>				<b>Submittal Deadline - 15th of the month</b> Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501	
* Denotes Staff Position					

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## Wing Leader's Report

by Casey de Bree



I am writing this column the day after the Camarillo air show on August 21. My feet are still tired from being on them for almost three days straight, with 11-hour days.

We did well financially at the show, and the income is most welcome to help get past some of the deficit bumps we have encountered this year. We tried something new this year and closed the museum during the air show and brought our gift shop outside the hangar. This worked better than anyone imagined and sales were brisk both days of the show. In the past, the museum was open at a much-reduced admission only to those who had already paid to get into the air show. However, since our aircraft were outside on the ramp on display to air show visitors and participating in the flying activities, there was not much to see in the museum and consequently little traffic went through the museum and few gift shop purchases were made.

The Inland Empire Wing brought their C-53 (paratroop version of the C-47), PT-22, and L4 to the show as well as their PX. Air Group One was also represented with their PX trailer. The CAF's Antonov AN-2 "Big Panda" biplane was there and flew in the show along with the CAF's FM2. The AN-2 showed off its amazing ability to fly slow at a high angle of attack. Elmer Ward's beautiful P-51D "Man O' War" also flew in the show, as did Ed Schnepf's B-25 "Executive Sweet." Two Southern California Wing aircraft flew in the show, the F8F Bearcat and the SNJ. All the aircraft looked magnificent.

I want to thank all of those who worked so long and hard to make the air show a success. I particularly want to thank Tim Kutzbach, Bob Goubitz, and Vern Olson, who worked long and hard in wrestling the warbirds around the ramp, both those that flew in the show and were on static display, got them fueled, and dispatched on time. Then long after the show was over they had to put our aircraft back in the hangar. Also, a special thanks to Sarah de Bree and those who helped her set up and staff our very successful PX. And also to those who conducted tours through our C-46 and C-131 for those many hours. All of you put in long days and helped make the show a success for the Wing. Thank you.

Our newsletter, Flight Line, is now posted on our Wing's web site, along with the back issues for all of 2006. To view or print your copy, simply log on to the web site [www.orgsites.com/ca/caf-socal](http://www.orgsites.com/ca/caf-socal) and click on the link to the various issues. We can also send the newsletter as an e-mail attachment, but that is a lot of extra work. It is my hope that we can utilize this technology to distribute

the Flight Line to most of our members and save considerable money and work for the Wing in printing and mailing the Flight Line in hardcopy form. Please log on to the Wing's web site and check it out. The Flight Line is in .pdf format and may be viewed with the Adobe Reader. The Adobe Reader comes with the Windows operating system, and is also available for free downloading from [www.adobe.com](http://www.adobe.com) if you do not have it. Just click on the "Get Adobe Reader" button on the Adobe home page. You can print the Flight Line if you want, or save an electronic copy on your computer should you wish to do that. For those of you who like to keep copies of Flight Line, this is an easy way to do that without having to store the hardcopies. Each issue is around 1 MB in size. I am very interested in your opinion as to whether or not you like receiving the Flight Line in this manner. We are getting like your bank and other institutions who are urging you to sign up for electronic only statements. They do it for the same reason; to cut costs.

My Wing Leader's column usually results a few comments from the members, and last month's column was no exception. I was both encouraged and surprised that all the comments were positive, and everyone was supportive. Perhaps I have not been persistent enough in encouraging the membership to become more involved in the Wing's operation and most I spoke with said they had not given much thought about how all those things I mentioned magically get done. We really need to get more members involved in "owning" specific projects and functions within the Wing so that we don't burn out those of us who don't know how to say "NO." All kidding aside, you will find that if you get involved by "owning" a project and taking the responsibility for making it happen, you will derive an enormous amount of satisfaction and pride that it was you who made something that was needed happen, and whatever it was that you took responsibility for would not be functioning if it weren't for you. It will also help make the Southern California Wing an even better place to be.

If you would like to become involved in helping to retire the note on the C-131, Dick Troy is making good progress but he is not there yet and he would like to hear from you. Dick has received a significant number of pledges for small amounts, and these small amounts, added together, now make up well over a third of the total amount needed to retire the note. Send him an e-mail at [konvair@aol.com](mailto:konvair@aol.com) or call him at the number on page 2 of the Flight Line. Any amount will help.

It has been brought to my attention that some of our members on occasion treat visitors and CAF members we don't recognize by sight in a less than cordial manner. Please remember that visitors are our lifeblood and if they do something wrong, or you need to challenge them, treat them with respect and courtesy. They deserve no less.

Until next month. . . .

## Museum Update

by Sarah de Bree



*The Southern California Wing gift shop was moved outside to the delight of Camarillo air show visitors*

The Camarillo Air Show was a roaring success for our Wing. The members worked hard and the attendees seemed to have a good time. The display was big and had many choices of toys for the kids and great selections of new shirts and hats for adults. We now have the new hats and tee shirts that many members have requested that we keep in stock. Russ Drosendahl sold a variety of sunglasses for the bargain price of \$5 each.

Speaking for this writer, and this being my first air show where I participated in the set up, sales, and tear down of our exhibit, working the air show is hard work and we have not been verbal enough in showing our appreciation to the members that have worked the many shows in the past. We should have been meeting the returning planes with something cold and frothy; some rose pedals sprinkled around and a huge ‘thank you’ heard amid our cheers...or something like that. In other words, the traveling members should always know how much we appreciate their efforts and I’ll begin by saying a big ‘Thank You’ to Bill O’Neil and his air show team.

Also, a big thanks go to the ‘airplane movers’ who were so patient with my impatience to set the product tables up right where the airplanes were residing. But it all came together perfectly thanks in big part to Bob Goubitz who took pity on the tall lady with the tears running down her face gasping out, ‘the toys, the toys, the tables, the tables!’ Bob and Dick Troy were very talented in placing the big air planes so that our display did not get over shadowed by the ‘heavy metal’.

Nothing can be done really well unless you have a strong ‘get it done’ kind of team and that we had. Thanks to Shirley Murphy, Jim Tierney, Jim Hinkelman, Russ Drosendahl, Walt Metcalf, Charles Miller, Casey de Bree, Pat Brown and Gloria Troy. Thanks also to the C-46 and C131 teams that took on the tours tasks for both aircraft. Our pilots were, as always, very entertaining as they made their airplanes rock and roll to the joy of the crowd.

If I have over looked anyone, know that it is due to my poor memory and not our lack of appreciation.

Until next time...

## Pilot Math

by Col. Jason Vosburgh

The Commemorative Air Force is a 501(c)3 non-profit organization, and we exceed at that beyond our wildest imaginations! Our wing is financially a “hand-to-mouth” entity that dares to do something as adventurous as operate the most mechanically complex flying machines ever built. (If you want to argue that claim just ask Joe Peppito.)

What we do is not easy, nor can it be done half heartily. We’ve never lost a plane, sure the T-6 got bent a lot of years ago, and what did the wing do? Rebuild it better than it was before. What we also do is contrary to a number of “business” rules. The B-25 restoration, lead by Mark Russell, will be a \$300K+ restoration, without labor costs. Another B-25 in flying condition just sold for \$300K. I jokingly told Mark we should have bought that B-25 flown it in and stripped of everything we need for this restoration. Now that’s pilot math!

The truth is that if we did not restore the wings B-25 it would be cannibalized for parts to be used on other flying examples and this B-25 would simply cease to exist. The smiles at air shows, the symbol of America, and a darn neat airplane vanish – never! So that’s what we do. What other people wouldn’t do. Not because we’re crazy, well maybe a little bizarre, but because we love what we do.

It has amazed me the dedication of our membership for supporting our wing’s aircraft. The C-131 is the latest surprise. With our backs financially against the wall, the staff decided that the only course of action left was to sell the plane. The members said no way! With Dick Troy as the pledge coordinator we now have over 2/3 the cost of the debt on the C-131 pledged. If the pledges keep coming in, and I’m sure they will, the C-131 will be debt free by year’s end. (That will save us \$12,000 in interest payments in 2007.), which is truly great news.

So, if you can understand volunteering to do work you normally wouldn’t do if you got paid, spending more money on an airframe than it’s worth or risking your neck to fly an old airplane from Camarillo to Van Nuys when you drove in from Burbank, be very, very proud – you’re one of us.



## Financial Resources Committee

By Col. Bill O’Neill

On Saturday the 12<sup>th</sup> of August the staff approved the recommendations of the Business Plan Committee. One of those recommendations includes the formation of a “FINANCIAL RESOURCES COMMITTEE” which will be dedicated to raising funds for the wing.

Ceci Stratford and I have volunteered to co-chair this committee. Within the framework of this committee there would be other sub-committees, each dedicated to a specific fund raising function. (continued on page 5)

## WE ARE LOOKING FOR VOLUNTEERS TO LEAD EACH SUB-COMMITTEE.

Listed below are some of the ideas that Ceci and I have discussed. This is not the final list and we welcome any new ideas for sources of revenue for the Wing:

1. Museum - Museum events such as Model Airplane Show, Weddings, Auctions, Dinner Dances (not CAF) any other function that can rent the museum facilities.

2. Friends of the Museum –Special non-CAF membership that nets us money.

3. Golf Tournament – Need someone in the wing who is an avid golfer and willing to take this fundraiser. Most golf tournaments are very good moneymakers.

4. Auctions – Run our own auction using prizes donated by local merchants.

5. Raffles – Same as 4 and something like our Valentine's Day Raffle.

6. Dinner Dance – Something like the Hollywood Canteen. The down side of this is a lot of up front money and a large requirement for ticket sales and volunteer work.

7. Flights in Aircraft – Could be a big money maker.

8. Sponsors – Solicit money locally for CAF So Cal Wing. Sponsor would earn a little plaque or perhaps their name on a wall of sponsors.

9. Grants – This is a difficult road but it needs to be done and the payoff could be very big. We would need at least 2 people or more to learn about them and pursue them. Would probably take at least a year before we would see any results but again it needs to be done. A local foundation offers classes in grant writing.

10. Cities and counties - See how we can get money from them.

These are a few ideas for raising funds and we are not limited to them. We need funds to operate. Call either Ceci (805) at 630-3696 or me (Bill O'Neill) at (805) 495-4915 to volunteer for one of these or a yet-to-be-named fund raising committee. If you are interested in taking any of the classes related to grant writing, seeking sponsors, how to put on money-making events, ask Ceci.

As the Business Plan Committee has stated, this is your Wing.

Last week I sent out the message below. Since that time the wing staff has voted to charge each person flying to Tukumcari/Midland \$100. Because of this decision and the fact that some members indicated they did not receive the last notification, I am extending the date on which I will notify members concerning their status on the flight. Notification will occur on August 31<sup>st</sup>. I have also asked Dave Flood to send this notification since I have been having trouble with bulk mail. Please notify me at [scwairshow@aol.com](mailto:scwairshow@aol.com) if you would like to go. Those of you who have already responded, please respond again since there is now a charge of \$100 to ride on the C-131 which may lead you to a different decision. (at this writing it is highly doubtful that the Doll will go.)

I am seeking members who would like to work the Tukumcari and Midland Air Shows. I am about 95% sure that the C-131 as well as a few fighters will be attending these shows. This is a rather unique situation compared to our regular air shows. To begin, we will leave on Tuesday the 3<sup>rd</sup> of October for Tukumcari. It will be about a 4 hour flight. We will stay there Tuesday and Wednesday nights. We will leave for Midland Texas on Thursday the 5<sup>th</sup> and return home on Monday the 9<sup>th</sup> of October.

I believe everything will be paid for while we are at Tukumcari. If that is incorrect, I will let you know. Midland however, is a different story. Once we land in Midland you will be responsible for your own motel room, all of your food, rental car etc. You will have to sign up for the show, buy dinner and drink tickets. In other words it is not a freebee and it can be expensive. I have checked the room rates at the Best Western Garden Oasis in Odessa Texas, ((432) 337-3006) which is a flat rate of \$68 per night plus 13% tax. The air show is less than 10 miles from the hotel. If you are considering attending, make a reservation now and let me know you would like to attend. If you shouldn't be picked to attend - you can cancel your reservation. There are other motels in the area which you can find by logging onto the CAF AirSho site.

Members who have been selected to work at this show will be notified in approximately 2 weeks. So it is important that you submit your name ASAP. If the list exceeds the number of members that we can take to the show, the remaining members will be placed on a stand-by list. At this writing we are taking only one transport so space will be very limited on board the C-131.

Also, please remember, your interest in attending the air show as part of our wing is not a guarantee of your being selected to attend.

Contact me if you have any questions.  
Bill O'Neill, Air Show Coordinator

## Directional Street Signs by Col. Pat Brown

As many of you know, we have needed directional signs from the freeway to the museum for many years. Every week we receive calls asking directions to the museum. We try to print directions on as many printed materials as we can. Our visitors are also asking for directions at airport businesses and the airport administration office.

The time has come to get the attractive custom made directional signs, which meet the requirements of the City of Camarillo, County of Ventura and the State of California. The cost includes the "anti - graffiti" coating so we won't have to replace them, just clean off the spray paint or marking pen ink. Plus the colors don't fade as quickly.

The cost is \$2,502.36 including tax. There will be eight of them including two just off the freeway off-ramps and one on the airport grounds. We are requesting your

donations for the signs. If you would like to donate a sign for \$313.00, it will be "yours". Or three people may donate a sign for \$105.00 each. Please donate any amount you would like.

The donations are needed now. Please specify on your check "street directional signs".

If the Governor signs our Bill, the freeway signs will be next. We expect the increased quantity of visitors and their donations to grow greatly with these signs.

Please help us make this happen. This is your CAF.



## Senate Approves Freeway Signs

*by Frank W. Doerfler*

On 15 August 2006 the California Senate debated our WW II Aviation Museum freeway signs. Our friend Senator Tom McClintock presented the bill (AB2234) to the full Senate. After some debate, pro and con, Senator McClintock called for the vote.

There were 26 Yes and 5 No votes. The debate was seen on statewide TV.

This Senate vote concludes a series of seven hearings and floor debates over the past year on this bill. We have been working with Assemblywoman Audra Strickland, the author of the bill. The next step for the bill is Governor Schwarzenegger's signature. This should occur in September. A signing ceremony in Sacramento is being planned by Assemblywoman Strickland.

Four years and ten months ago we met with Senator McClintock and asked for help to get freeway signs. His first letter to CalTrans was dated 31 October 2001. The request was rejected. The Senator suggested we work with Assemblyman Tony Strickland and present a bill. We did write the bill but it was not allowed to come to the Transportation Committee during the 2004 session. The following year we joined forces with Assemblywoman Audra Strickland and re-wrote the bill. Hundreds of letters, phone calls, e-mails and personal visits later, our bill has passed.

I want to thank Colonels Valentine, Main and Tynan for flying to Sacramento with me on two occasions in support of the bill. Just think, The Commemorative Air Force was recognized on the floor of both the Assembly and the Senate.



## Nominating Committee Report

The Nominating Committee has put together the ballot for ensuing year, 2007 and forward. Although the ballot will not appear in the Flight Line until the October issue we want you to know ahead of time so that you can be prepared.

For Wing Leader- Steve Barber (Col #19119); Executive Officer- Jason Somes (Col #29088); Maintenance Officer- Joe Peppito, (Col #10448); Safety Officer- Marc Russell (Col #20198).

When the ballot appears in the October issue you will be asked to follow the procedures as outlined and even offered the opportunity for a write in candidate. In prior years some ballots were disqualified because they were not executed properly, so follow the directions.



## Beirut-Lebanon-Oct. 6, 1973

### Memories Revisited

*by Col, James Hinckley*

Early that memorable morning, ground and air forces of Egypt and Syria launched devastating attacks on the uncharacteristically surprised Israeli forces.

On that Saturday morning of Yom Kippur, the holiest day of the Jewish year, Israeli forces were driven into another Arab-Israeli war that lasted almost 3 weeks.

When my Army career ended, I worked for ITT, International Telephone and Telegraph Corporation. My assignment, while stationed in Beirut, covered Turkey, Jordan, Lebanon, Saudi Arabia and Kuwait.

Enroute to Amman, Jordan, on that Saturday morning, the usually on time MEA, Middle East Airline, departed some 35 minutes late. When we landed after the 25 minute flight, we saw the runway was covered with machine gun posts and fully armed soldiers in battle gear. The Captain excitedly told us that another Arab-Israeli conflict had started. We had flown through the contrails of the Israeli fighter bombers as they attacked Damascus a few short air miles to the East.

Our ITT people in Amman told me that this had happened before and that we would go about our business as usual. That was fine, but there was no TV, no telephone service, no contact of any kind outside Amman. I checked into the Intercontinental hotel in Amman with my briefcase, light trench coat and a spare necktie. Each floor of the hotel had an armed Jordanian soldier as sort of a guard. I got to know the different soldiers as they would come into my room in the evening and enjoy room service with me.

Each day, the few Americans that were stranded there, had to go across the street from the hotel to the American Embassy and sign a form that we would not try to get out by means other than those provided by Jordan. Days went by, and October 13th we were told that there might be, emphasizing "might" be an airline from Jordanian Airlines that would take us out to safety. Didn't say where "safety" was. Safety for me was my beautiful suite at the top of the Holiday Inn in Beirut, less than 100 miles to the North.

On 14 October, we were told to gather up our things and go to the Airport at 1000. No plane came out of the sky to rescue us. The next day we were called again and were met by non other than Jordanian King Hussein himself and his entourage. He assured us that we would get out the next day. Finally on 16 October, the last day of real fighting, families, kids, many nationalities, boarded a

Jordanian Airliner and started a long, long trip out of Jordan.

With window shades tightly closed, we learned later that we had flown east, across Saudi Arabia and the Persian Gulf and landed in Teheran, Iran. We refueled and then landed in Istanbul, Turkey where we were allowed off the plane and had our first food and drink. We then flew to Munich, Germany and finally, after almost 30 hours, we landed at London Heathrow Airport. I called my family to say that I was okay and was told that I could right home for a few days leave. I would go back to Beirut after a few days stopover in our ITT Europe London offices.

*Typical of the Middle East.* Back in Beirut, I had a huge Holiday Inn hotel bill for my suite for the weeks that I was away. There was also a room service breakfast charge for each day I was gone.

*More typical of the Middle East* A few days after my return to Beirut, I was having lunch with our Middle East Airlines customer, when I was introduced to a very distinguished looking gentleman who turned out to be an Egyptian Air Force General who had shot down many Israeli planes at the beginning of the war. Only in the Middle East.

American Embassy  
Amman, Jordan  
October 16, 1973

TO: ALL U.S. CITIZENS IN JORDAN

The American community in Jordan has acted with reassuring calm during the events of the past ten days and I thank you for this. No one knows with certainty what lies ahead. I am sure, however, we all hope and believe that the situation in Jordan will return to normalcy in the very near future and that in the meantime we will not experience undue disruption or dislocation in our lives

I want to reassure each of you that my responsibility for the safety and well-being of all U.S. citizens in Jordan is of primary importance to me. The Embassy, in cooperation with other member of the U.S. community, has made detailed contingency plans for various eventualities that might affect U. S. citizens here in Jordan. In the event that these plans should have to be acted upon you will each be informed and told what to do.

Let us continue to carry on our routine activities in so far as this is possible and hope for the best. If it becomes necessary to put our contingency plans into effect, you will be informed and I know I can depend on your cooperation and good sense.

L. Dean Brown  
American Ambassador

## Maintenance Officer's Report

By Col. Dick Troy

Here we are more than half way through the summer and now begins the busiest time of the year for the C.A.F. Airshows galore... We got Santa Maria, we got Tucumcari, we got Midland, we got Goodyear we got Camarillo we got Thermal and Edwards, most likely and a host of possibilities such as a maybe for the C-131 at the test pilot flight school at Edwards and a possible movie contract.

If all these things come full circle we are going to be a bunch of busy people for the next few weeks. Heavens knows we need the money! All of us are busy trying to get the aircraft in shape to get through the next 8-9 weeks Casey and I were walking around the 131 and Casey saw something dripping from the aft Pylon drain line on number one engine. A little investigation revealed that the engine driven fuel pump had sprung a leak in the drive shaft area which requires a fuel pump change. You can't fly the rocket ship with a fuel leak especially in the hot exhaust area. Good thing we caught it when we did otherwise it would be a long walk back from wherever.

As you all remember in last months newsletter I made a request, actually I was down on my knees begging, for pledges to the Convair Project. I had several positive replies for which I will be eternally grateful but I know there are others in our reading audience that would like to participate but just need a little more urging to do so. Therefore, if you haven't made a pledge yet please reconsider as we are approaching our goal but still have about 60K to raise yet. Please, Please, Please give me a call at 805-404-3311 or an E mail at [konvair@aol.com](mailto:konvair@aol.com) and help push us over the top. This is a very important project and with your help we will keep this flying history book alive and well so our children and grandkids may know the story of the aircraft and the men that flew her. I would be humbly in your debt.

Till next month be safe and fly safe.



Russ Drosendahl, right, gets ready to ring up a sale at the Camnarillo air show



*Brittany McWaid, right, watches the store while Sarah de Bree persuades a customer to buy during the EAA Air Show.*

Brittany and Michael McWaid, ages 11 and 16, have been learning at an early age the value of being a volunteer. They are the grandchildren of Col. Dick Burrer. Brittany has mastered the museum gift shop duties including the cash register. She performs whatever duties are given to her such as restocking, labeling, and cleaning the display cases. She also enjoys conversing with the docents. Col. Jim Hinckley thinks she is 11 going on 18!

Michael has been doing the heavy stuff around the museum hanger. Most recently he helped set up all the furniture, chairs, and related items for the Bert Lee Memorial Event held on August 15. He and Murphy made quite a team. This freed other Cols. to perform important wing tasks. Michael will soon submit his application to become a CAF Cadet. Brittany will have to wait a few years to become eligible but we will use her talents in the meantime. Whenever they work at the museum, you will find them wearing their CAF polo shirts and caps. If you see them, say "hello" to these two fine young adults.

## μ

### Good Morning!

*By Col. Dan Newcomb*

I am usually the first guy to get to CMA on the mornings I drive down and yesterday was no exception. I usually beat Dean Browne by about 15 minutes. A precious 15 minutes that I will explain in a moment.

As I stepped out of my Jeep in the empty parking lot and stretched out my stiff "two hour drive" back, I noticed that the humidity was up but the weather would be nice. As I entered the hangar the reverberation of the door slamming behind me died away and I heard the usual creaks and pops of the metal walls as it reacts to wind and temperature.

These sounds animate the hangar. The hangars heartbeat. I walked over to the PBJ and stowed my bag. Today promised to be a very busy day. I anticipated a good crew turn out and we had several irons on the fire. In a few minutes this was going to be a very noisy and busy place. The next few minutes would be the quiet before the storm. It is always a special time that I cherish each time I come down.

The first thing that I do on these mornings is say hello to the girls. I walk around each airplane and take a quick look. I try not to play favorites; they all have their good and bad points. This is when I can dream of flying the Bearcat or the PBJ or hopping into the Hellcat and blasting off to Bakersfield. This is the time when the "little boy" in me sits in awe soaking in aviation history. I know that soon, 20 or 30 other people will intrude on my interlude but for the moment the place is all mine.

It doesn't take long though for me to come to my senses. As I look at the oil dripping out of the engines and the dust collecting on the wings of the planes I realize that if those 20 or 30 people didn't show up that this place would be nothing more than an airplane graveyard filled with cold inanimate pieces of aluminum history. The airplanes and other artifacts are interesting but the warmth and color and texture of our wing comes from the membership. A membership that over the years I have come to love as much as the artifacts we preserve.

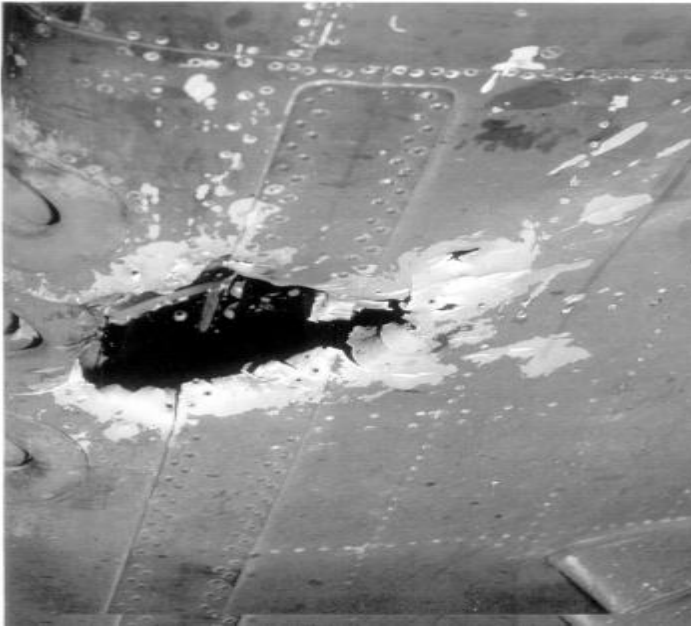
I hear the door slam, signaling Dean's arrival and the spell is broken. Dean's arrival is not an intrusion. I'm actually damn glad to see him. I was starting to get a little lonely. He asks me if I've started the coffee and I give him my usual lame excuse of "No, I just got here". Soon Marc, Scott, Tim, Ken, Iran, Jerry and 20 other guys will fill the hangars with noise. Soon the museum staff will arrive and the tourists. We will conduct tours, bang rivets and run engines and rebuild and repair airplanes and work until well after dark. Scott and Marc will work until 9:30! We will share pizza and beer and a few laughs. At the end of the day we will put the girls to bed and close up the hangars. I'll get home at 10:30. Some of us will be off to exotic locations like London or Dubai or Bakersfield. We will go about our private lives until we are all drawn together again. A perfect day at CMA.

Thanks to all of you, including the girls, for a wonderful day!



## What Happened Here?

By Col. Walt Metcalf



Answer :

During a strike on a major railroad bridge at Hysengin, on the Yalu River, on March 18, 1953, Commanding Officer of VF-124, "Red" Carmody, LCDR, was circling back over the target at 6000 feet to see how the rest of the squadron was doing. An 88mm shell exploded just below the plane's starboard wing. "Red" felt a big thump, and saw a large hole that went completely through the wing. One of his pilots urgently called him and told him to drop his centerline fuel tank because it was on fire! "Red" dropped the fuel tank, but shrapnel had caused an oil leak that resulted in a lot of smoke.

Carmody headed for the sea, where he knew he would be picked up if he had to ditch. The engine kept running and he made it back to the USS Oriskany, where he made a rough but successful landing.

After examining the rugged Corsair, they found that greater damage to the wing was prevented due to the shrapnel hitting the plane's machine guns.

It was determined the plane could not be salvaged. The Flight Deck Officer ordered the F4U-4 Corsair, Bu No. 97387, to be pushed over the side.

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## So Cal Wing's Christmas Party

The So Cal Wing's Christmas party will be held on December 1, 2006 at the Marriott Residence Inn in Oxnard. More information will be forthcoming.

## 2006 Camarillo Air Show Photos

Photos by Col. Gordon Twa



Col. Marc Russell, right, and Bob Cable, the pilot of the AN-2, discuss the flying schedule for the day.



Dick Updegraff and his favorite airplane, the Ryan PT-22 belonging to the Inland Empire Wing



We didn't catch the make and model of this of this jet aircraft but we like it anyway

## More Camarillo Air Show Photos



*John Collver performs his graceful AT-6 aerobatic routine*



*B-25J 'Executive Sweet' performs a low, high-speed pass over the Camarillo runway in trail with the fighters*



*Photo by Dan Newcomb*  
*Stephanie Russell, Marc Russell's talented and beautiful better half, gets ready for an air show fly-by in the Russell's immaculate T-34.*



*Photo by Dan Newcomb*

*"OK honey don't forget to-----".*



*Bill Reesman lands the "Red Bull" Mig-17 after making several very high-speed passes with afterburner over the Camarillo airport, wowing the crowd.*



*The Inland Empire Wing brought their beautiful C-53, paratroop version of the C-47*



*The flying warbirds were moved to the far side of the taxiway before starting the engines to insure the safety of the spectators, as this Yak is doing*