

Flight Line

The Official Publication of the CAF

Southern California Wing
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(805) 482-0064

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© Photo by Dave Flood

Merry Christmas



© Photo by Dan Newcomb

**The SNJ-4 #N6411D Crew – all smiles after a successful run-up of the engine.
Not too long until she's in the air, guys.**

From left: John Jones; Joe Peppito, Crew Chief; Sib Bosso; and Alan Nicholson.

**Wing Staff Meeting, Saturday, December 13, 2008 at 9:30 a.m. at the
CAF Museum Hangar, 455 Aviation Drive, Camarillo Airport**

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

December 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 Museum Closed	2 Work Day	3 Museum Closed	4 Work Day Christmas Party	5	6 Work Day Pearl Harbor Special Event
7	8 Museum Closed	9 Work Day	10 Museum Closed	11 Work Day	12	13 Work Day Staff Meeting 9:30
14	15 Museum Closed	16 Work Day	17 Museum Closed	18 Work Day	19	20 Work Day
21	22 Museum Closed	23 Work Day	24 Christmas Eve Museum Closed	25 Christmas Museum Closed	26	27 Work Day Wing Staff
28	29 Museum Closed	30 Work Day	31 New Year's eve Museum Closed	Museum Open 10am to 4pm Every Day Except Monday & Wednesday and major holidays		

STAFF AND APPOINTED POSITIONS				IN THIS ISSUE
Wing Leader	* Steve Barber	(805) 485-5405	f8f2cat@gmail.com	Wing Calendar 2
Executive Officer	* Jason Somes	(818) 292-4646	nbnh@aol.com	Staff and Appointed Positions. 2
Adjutant	* Bob Albee	(805) 583-4872	loll@earthlink.net	O'Club Buildout 3
Finance Officer	* Casey de Bree	(805) 389-9185	scdebree@aol.com	Hangar Fund Donors 4
Operations Officer	* Gary Barber	(805) 659-4319	bearcat69@pacbell.net	Four-Engined Flying Tigers 4
Maintenance Officer	* (Vacant)			Report From The Road 5
Safety Officer	* Marc Russell	(805) 955-9404	captmarcr@aol.com	Midland Ho! PT-19 6
Museum Director	Sarah de Bree	(805) 389-9185	scdebree@aol.com	Wing Photo Page I 7
Gift Shop Manager	Sarah de Bree	(805) 389-9185	scdebree@aol.com	Quieting The Whippersnapper! 8
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Hangar Event Mgr	Dick Burrer	(805) 444-8285	gatjohnston@aol.com	Last Call for Christmas Party 8
Chief Docent	(Vacant)			Terry Cedar: New Hellcat Pilot 9
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Air Show Coord.	Bill O'Neill	(805) 495-4915	scwairshow@aol.com	Wing Photo Page II 11
Facility Officer	Bob Albee	(805) 583-4872	loll@earthlink.net	Gone West: Jack Narz 12
Personnel Officer	Norm Swagler	(805) 482-6994	pswagler@hotmail.com	New Saturday Feature 12
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Training Officer	(Vacant)			Hangar Events 12
Collections Manager	Jim Tierney	(805) 522-7067	jimerniet@aol.com	Pearl Harbor Day Sponsor Form 13
Grants & Fund Rais.	Jason Vosburgh	(805) 766-3880	jason.vosburgh@att.net	2009 Wing Membership Renewal Form . 14
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* Denotes Staff Position

“O” Club Build-Out: We’ll Get By With A Little Help From Our Friends

Our “O” Club build-out is taking place nicely, thanks to some friends who literally showed up “out of the blue” and have helped immeasurably in advancing the progress of the project toward completion.

On the same day in August that the Quiet Birdmen were getting together for their annual air show at Jack Broome’s ranch, two men came to our ramp and showed a lot of interest in our planes. Robert Blair, who was working in the Restoration Hangar that day, took them on an impromptu tour of our facilities. One of the men, Pat Long, was there with his two sons, and his friend, Craig Alden was accompanying them. Both men are really into WWII airplanes.

When Pat and Craig saw our “O” club and its status – with the framework up and the ceiling joists set in place – they mentioned to Robert that they might be able to help us finish the job.

Pat Long is owner of Paddy’s Construction Company and does mainly commercial and high-end residential construction. Craig Alden is also a contractor, but more into finish work. They talked with our Finance Officer, Casey de Bree and Robert about what they could do to help us out.

No sooner said than done! Bob Torres, a dry-wall contractor (Anacapa Drywall of Oxnard), after being contacted by Pat and Craig, showed up at our Museum Hangar with five of his men, and proceeded to put up the drywall, do the taping job, and “mud” the walls in preparation for priming and painting.

Casey, who has been sweating out the completion date of our “O” Club because of permits expiring, was most happy to see the great progress as a result of these “angels” who came to our rescue when we needed the help.



© Photo by Dave Flood

Measure twice, cut once! John Jones doing his thing.

Several of our Wing members, including none other than the Wing Leader himself, Steve Barber, have had a hand in helping to build out the “O” Club and make it into a first-class environment. Very often, when needed items had to be purchased, the participating members took care of the cost themselves.

John Jones, a Wing member who has worked on our SNJ-4, F-24R, Bearcat, and C-46, did yeoman’s job in cutting the 2X4s for the frame, and showing Steve Barber Jr. and Robert Blair how to set joists. John was the driving force behind the framing and “joisting.” Steve, Sr. even has the blue thumb to prove he wielded a hammer. John made up the list of items needed for the build-out, including the insulation. Casey got the electrician to finish all the electric work needed before the walls could be finished (boxes up to code and things set up for the air conditioner).

Bob Torres and his crew came at 7:00 a.m. on a day when the Museum was closed. Robert had coffee and doughnuts all set for them – which they very much appreciated at that time of the morning. They proceeded to do a professional job in taping, sanding and “mudding” the walls prior to the painting.

All that is needed now, in addition to the painting, is installation of the sprinkler system and outlets on the walls.

Jim Price, who is with Home Depot, has arranged to get the needed paint for the project.

After each step of the project, the city’s building inspectors came by to do the inspection, and were duly impressed by the caliber of the work done. A tip of the hat to all who were involved with the work!

Turns out that Craig Alden owns a “Harvard” Mk. IV (AT-6) which he inherited from his father. He has it currently hangared at Morro Bay, CA. And, in addition, Bob Torres’s father-in-law flew B-25s in WWII.

When all is done with the “O” Club project – we’re expecting to have a get-together - kind of an “open house” - so all members can see the new and improved finished product – and can show their appreciation to those who were instrumental in making it happen.

Many thanks to Pat Long, Craig Alden, Bob Torres and his crew, Robert Blair, John Jones, Steve Barber, Sr., Steve Barber, Jr., Casey de Bree, Jim Price, Vern Olson, Lloyd McAfee and anyone else not mentioned here who worked on the “O” Club Project!

Hangar Fund Donors

by Russ Drosendahl

Thanks to the following who have donated to our Hangar Fund:

Ceci Stratford, Stephen Doerfler, Casey de Bree, Howard Ulm, Russell Drosendahl, Terry Cedar, Ken Nishimura and Robert Smith.

We are all sincerely grateful for your generosity !

Four-Engined Flying Tigers by Irving Cohen

Editor's Note: Irving Cohen, of Boynton Beach, FL, was a visitor to our Aviation Museum, along with his son and daughter-in-law. He told me of his service in the CBI Theatre with the Flying Tigers, only that he flew in B-24s, not P-40s. Following is a letter received from him.

Dear Dave,

Sorry it's been so long since our conversation when I was in California, but the Army teaches you not to do things fast, but half-fast. I visited you at the Commemorative Air Force Southern California Wing Museum this past April with my son and wife. You mentioned you would be interested in any stories about my experiences in the Flying Tigers.



© Photo by Dave Flood

Irving Cohen, ex-B-24 pilot during his visit to our Wing.

One story that comes to mind when thinking about the old days was about the time, after the war had ended, when we moved from China to India. One day, when I was back in China, and one of our gunners, who had been shot and was in the hospital for awhile, came over and asked me if he could go back to the outfit with me. I said, "Certainly, it would be a pleasure." He then came back to me and said that his crew was there and that he would rather go back with them. Needless to say, on the trip back to India, his plane crashed into one of the Himalayan mountains, and he went down with the rest of his crew. Everyone on board was killed.

Another story that comes to mind is a bombing run we were on one day. All the planes used to "toggle off" (follow) the lead bombardier. This particular day he was off in his figures, and everyone toggled off him and we wiped out a detachment of Japs hiding in the woods. That particular mistake got him the Distinguished Flying Cross.

After most of these events, we would retire to the officers' club and have a shot of Panther Piss, followed by a chaser of Coca-Cola syrup in warm water, because we had no ice. When we would go out on a bombing run, guys used

to give planes that were participating in the raid cases of beer. When we got up to altitude, the beer got cold. When we got back to the ground, we were the most popular guys in the world, supplying people on the ground with cold beer.



© Photo courtesy of Irv Cohen

Here's Irv and his crew with their B-24 "Miss Lace"

When we weren't involved with important business like the officers' club, we spent a little time helping to win the war. Our job was skip-bombing over the South China Sea, hitting Japanese shipping. Skip-bombing in a B-24 at 160-180 mph was a dangerous occupation. The Japs could stand on deck and throw monkey wrenches at us as we pulled up after our run. But somebody had to do it, and General Chennault was busy running the Flying Tigers. The "Flying Pussy Cats" had to get the job done.

I hope this gives you a general idea about some of the background of my experiences. I'm enclosing a few pictures of the plane I flew in and the crew. Thank you for your interest.

Sincerely,

(s) Irving Cohen



© Photo courtesy of Irv Cohen

Here's Irv in front of his B-24. Note the six ships painted on the fuselage and the Flying Tigers nose art.

Report From The Road

by Scott Drosos



© Photo courtesy of Scott Drosos
Capt. Scott Drosos, Atlas Air, Inc.

Note: This is an excerpt from Scott's latest journal of his travels around the world with Atlas, as the captain of a Boeing 747-400 cargo plane. Scott is a member of our PBJ Restoration Crew.

While I had flown trips to Africa a number of times before, including a fueling stop in Lagos many years ago while flying a load of 120 tons of grapes from Johannesburg to London, this would be my first time on this route. From Sharjah (United Arab Emirates) our route took us across Saudi Arabia to Jeddah. We passed just north of the Islamic holy city of Mecca, which we could see off our left wing, all lit up at night. From there we crossed the Red Sea, went across Sudan and Chad and down into Nigeria, on the Atlantic side of the African continent. Lagos is located on the south-facing coast of what is known as the Gulf of Guinea.

Flying in Africa is always challenging. Radar is nonexistent in most areas, and radio communications with air traffic control (ATC) are spotty at best. Often, you find yourself flying through an area for long periods of time without being able to talk with anyone on the ground. Even when you can raise someone on the radio, the accents are heavy, so you have to listen very closely. To help protect ourselves and guard against midair collisions with other aircraft, we use an air-to-air frequency to make position and altitude reports to other pilots. That way, we have a better picture of where the other traffic is, even if we're not in communications with air traffic control. We keep that frequency dialed up on one radio while talking to ATC on the other, if we can get them. It necessitates a lot of extra radio calls, but it's worth it from the safety aspect. In most places in the world we have great radar controllers who keep us apart from each other. All that's out the window in Africa though, so we do what we can to protect ourselves.

Oh – and did I mention there are some pretty tall mountains down there as well? You really do have to be on your toes when you do this kind of flying!

While the Lagos, Nigeria airport has a nice long runway, ATC procedures are very rudimentary. In most places in the world, ATC issues us what are called radar vectors to steer us onto the approach. They give us headings, altitudes and airspeeds to fly, and, in most cases, all we have to do is comply with their directives, letting them steer our airplane around as though they were actually flying it themselves. Not so in Africa! You're basically on your own, and I wouldn't particularly trust ATC there even if they did try to vector us towards the airport. Plus, one misunderstood communication is all it would take to put you into a mountain – witness the American Airlines crash in Cali, Columbia in December, 1995. Fortunately, as a result of that crash, we now have a sophisticated terrain avoidance system onboard our aircraft that compares our location, altitude and heading to a terrain map of the world built into the data base. It then displays potential conflicts on the moving map in front of us, with subsequent oral warnings if necessary. I'm glad we have all the hi-tech stuff on our airplanes for this kind of flying!

On my flight into Lagos, I had to do a full approach, with what's known as a procedure turn to reverse course, lose altitude, and line up with the runway. I programmed it all into the computer, and let the autopilot fly it because I was sure it would do a much more accurate job than I could do on my own. Besides, it was 3:30 in the morning, and I was not exactly at my peak performance. Everything worked well with the approach, and my landing was uneventful. I breathed a sigh of relief as I finally set the brakes and shut down the engines. My day was only half-finished, though. I still had to get the airplane back to Sharjah.



© Photo by Scott Drosos

One of two cargo decks in Scott's Boeing 747-400.

We had brought 115 tons of freight with us to Lagos. The loadmaster oversees the offloading of the freight, and provides us with new weight and balance data for the next flight. Sometimes they have to teach the local handlers how to operate our sophisticated power drive units on the cargo deck, which can move pallets of freight fore-and-aft, side-to-side, and can even rotate them if required. Thus the whole offloading can be done mechanically!

Midland, Ho! Travels in the PT-19

by Craig Bennett



© Photo courtesy of Craig Bennett

Col. Craig Bennett, ready for the flight to Midland.

Mike Perrenoud and I were very fortunate to have the opportunity to fly the PT-19 to Midland, Texas for Air Sho 2008. Preparation for the trip really started on the weekend before, with a hop to Banning, CA to establish fuel and oil consumption rates. After putting together our flight plan that week, we departed in perfect weather from CMA (Camarillo Airport) on Thursday, September 18th. A brief fuel and oil stop in Blythe and we were off to Coolidge, Arizona. So far, the most difficult part of the trip was finding the key to the Coolidge restroom! Departing Coolidge, we were treated to a parachute drop off our left wing!

Our flight plan called for another fuel/oil stop in Deming, New Mexico, and then a stop for the day in Cavern City, New Mexico. But the light-to-moderate chop in eastern Arizona and western New Mexico convinced us to stop for the day in Deming and get some rest. The FBO (fixed base operation) there was great. They allowed us to put the airplane in their hangar for a nominal fee, and lent us their beautiful 1970 "something" van for the night.

We departed Deming, with Mike in the front seat, and made a quick stop in Cavern City – and then we were off to Midland! I was fortunate to be in the front seat for our arrival in Midland, and it has to be one of the highlights of my aviation life to land in Midland and then be marshaled in to the CAF ramp where we proudly displayed our PT-19.

On Saturday, in Midland, we took in the sights and sounds of Air Sho 2008, and then flew in the "Dawn Patrol" on Sunday morning. Since the training planes no longer officially participate in the Air Sho, the "Dawn Patrol" gave us an opportunity to meet some other pilots, brief for our "mission," and enjoy flying the PT-19 in the West Texas sky that morning. The object is to find various landmarks in the area, including WWII bomber practice targets. We found nothing, and had a great time doing it!



© Photo by Craig Bennett

Flying over Azusa, CA on the way east, with the San Gabriel mountains looming in the background.

Monday morning (Sept. 22) came all too soon, and we were once again in the air - on our way back home. We visited a couple of different airports on the way back, including an overnight stay at the Chandler, AZ airport – then Thermal in the Palm Springs area. By early afternoon on Tuesday, September 23, we were back in Camarillo and putting the PT-19 to "bed." Mission accomplished !!!



© Photo by Craig Bennett

Here's Mike in the rear seat, keeping us on course!

The airplane performed flawlessly during the entire trip – thanks in no small part to the hard work of Mike and the PT-19 crew – including Robert Blair, Eric Lange, and Shari Heitkotter. Thanks also to Charles Plumb, the owner of the aircraft, for providing us this plane. I know I speak for Mike when I say special "thanks" to Jason Somes and Ken Gottschall for their patience in transitioning Mike and I to the PT-19, and to Steve Barber and the entire Wing for making this trip possible. It was an honor to represent the SoCAWing of the CAF, and a privilege to fly this important piece of aviation history to an event of this magnitude.

Wing Photo Page I : Air Sho 2008



© Photo by Ron Fleishman
CAF Arizona Wing's famous Boeing B-17G Flying Fortress "Sentimental Journey" – bomb bays open.



© Photo by Ron Fleishman
A close-up look by our Col. Ron Fleishman, who flew to Midland to attend the CAF's annual Air Sho 2008. "Sentimental Journey" is a beautifully restored B-17, representative of the famous bomber that meant so much in the ultimate victory over the Nazi regime in World War II.



© Photo by Ron Fleishman
"O' 927" – the only B-24A flying today. Originally built for delivery to the RAF, became a Consolidated corporate aircraft during the war, then was flown as such by Continental Can Co. before purchase by CAF.



© Photo by Ron Fleishman
The CAF DFW Wing's Douglas R4D Skytrain performed admirably during Air Sho 2008. Chuck Tully, one of our Wing's members, is an R4D pilot.



© Photo by Ron Fleishman
This CAF beauty is a Douglas A- 26 Invader. The attack bomber was used in WWII, Korea and Vietnam.



© Photo by Ron Fleishman
Miss Mitchell, the Minnesota Wing's North American B-25J, makes a bomb run at Midland.

Quieting The Whippersnapper !

A C-130 was lumbering along, when a cocky F-16 flashed by. The jet jockey decided to show off.

The fighter jock called the C-130 pilot, and said, "Watch this!" and promptly went into a barrel roll, followed by a steep climb. He then finished with a sonic boom as he broke the sound barrier. The F-16 pilot then asked the C-130 pilot what he thought of that?

The C-130 pilot said, "That was impressive, but now watch this!" The C-130 droned along for about five minutes, and then the C-130 pilot came on the air and said, "What did you think of that?"

Puzzled, the F-16 pilot asked, "What the heck did you do?"

The C-130 pilot chuckled, "I stood up, stretched my legs, walked to the back of the plane, went to the bathroom, then got a cup of coffee and a cinnamon bun."

Silence at the other end!

When you are young and smartass – speed and flash may seem a good thing!

Then you get older and smarter, and comfort and dull isn't such a bad thing!

Some of us older folks appreciate that !



Last Call For Christmas Party

Get your check for \$35 per person for our annual Christmas Party to Casey de Bree ASAP !

Party is on Thursday, December 4, 2008 at the Wedgewood Banquet Ctr., Buenaventura Golf Course, 5880 Olivas Park Drive, Ventura. Social hour at 6:30, dinner at 7:30 – buffet style with all the fixin's. Wing Auction and Wing Awards to follow dinner. Good food, good company!

C-130 Takes Off & Lands On Carrier



A C-130 on deck of USS Forrestal, November, 1963

The *USS Forrestal* made history in November 1963 when on the 8th, 21st and 22nd, Lt. James H. Flatley III and his crew members, Lt. Cmdr. "Smokey" Stovall and Aviation Machinist's Mate (Jets) 1st Class Ed Brennan, made 21 full-stop landings and takeoffs in a [C-130 Hercules](#) aboard the ship. The tests were conducted 500 miles (900 km) out in the [North Atlantic](#) off the coast of [Massachusetts](#). In so doing, *Forrestal* and the C-130 set a record for the largest and heaviest airplane landing on a Navy aircraft carrier.

The Navy was trying to determine whether the big Hercules could serve as a "Super-COD", or "[Carrier Onboard Delivery](#)" aircraft. The problem was there was no aircraft which could replenish a carrier in mid ocean. The Hercules was stable and reliable, and had a long cruising range and high payload.

The tests were more than successful. At 85,000 pounds (38.6 t), the KC-130F came to a complete stop within 267 feet (81 m), and at the maximum load, the plane used only 745 feet (227 m) for take-off. The Navy concluded that with the C-130 Hercules, it would be possible to lift 25,000 pounds (11 t) of cargo 2,500 [statute miles](#) (4,000 km) and land it on a carrier. However, the idea was considered too risky for routine COD operations. The aircraft was also too large to fit on the carrier's elevators or in its hangars, severely hampering operations. The [C-2 Greyhound](#) program was developed and the first of these planes became operational in 1965. For his effort, the Navy awarded Lt. Flatley the [Distinguished Flying Cross](#).

Terry Cedar: New Hellcat Pilot by D. Flood

Robert Blair sent me a photo he had taken of Terry Cedar addressing an assembled group of CAF-SoCAWing members after his memorable qualifying flight in the F6F Hellcat, making him a full-fledged warbird pilot.

Robert said: "I'm sending you a photograph of our friend Col. Terrance Cedar, a true gentleman at the least, as well as an inspiration to those of us who hope to one day take and pass our own check ride in the F6F Hellcat! Hooray!!"

"Upon landing, there was a de-brief, refueling and squaring away the paper work – and then something unusual and very gracious took place. Terry gathered around himself everyone he could find at the CAF that day and thanked each and every one for helping him reach his life-long dream of becoming a genuine Terror of The Skies – a CAF Fighter Pilot!"

"Maybe this was not necessarily unusual when we are talking about a true mensch* - Terry Cedar."



© 2008 Eric Van Gilder
© Photo by Eric Van Gilder
Terry in the "catbird's seat" after his eventful ride!

Dear CAF-SoCal Wing Members,

I am just an average guy who has been given an incredible privilege to fly the Grumman F6F-5 Hellcat, an airplane that is an endangered species – only five operating aircraft in the world and worth a lot of money.

I have been given this opportunity because of the CAF SoCal Wing and its members – my colleagues.

It is because of you that I got to make this amazing flight. I really made the flight for all of you – and you, in spirit, were with me on the flight as my co-pilots.

You are my inspiration and the reason I stay with the Wing. I am humbled to see the volunteerism that takes place day after day...and, more often than not, without any acknowledgment of how important your contribution is to the mission of the Commemorative Air Force, and to our community and to each other.

I do get discouraged and frustrated at times, but when I get to the museum and hangar floors – to see the productive work that is going on, and people helping people – that is my reward and the incentive I need to smile and say, "Yes! That is what it is all about!"

I want to sincerely thank those of you who continued to encourage me to pursue getting the opportunity to fly the Hellcat. Without you, I would have given up a long time ago.

Words cannot explain the feelings I had flying the Hellcat. It was such a rush of adrenaline and emotion. Add to that the thrill of flying off Jason Somes's wing in formation with the Bearcat – just the two of us. It was an experience never to be forgotten.

I doubt that I will ever come off "cloud nine," and I will always be indebted to you, the members of the SoCal Wing.

Sincerely,

Terry Cedar



© Photo by Robert Blair
Terry thanking assembled CAF-SoCAWing members.



© 2008 Eric Van Gilder
© Photo by Eric Van Gilder
Terry and Jason flying formation during the flight.

* **Mensch: A person having highly admirable characteristics.**

Jim Hinckley: 27th Signal Company

by Dave Flood

Jim Hinckley, who is now a member of the Fairchild F-24R Restoration Team, was just out of high school in 1941, when Pearl Harbor hit on December 7. He had been working in Baltimore for Western Electric, inspecting wire coils in the morning and playing basketball in the afternoon. He played in a large industrial basketball league which included teams from GE, Martin, National Radio, Emerson, etc.

Jim enlisted in the fall of 1942, hoping to play basketball in the service, but instead was commissioned in June, 1943. He joined the 27th Infantry Division at the beginning of 1944, at Schofield Barracks in Oahu, Hawaii, as a replacement Signal Corps officer in the Division's Signal Company.

The 27th, the New York State National Guard Division, was federalized in October, 1941 and ordered to Hawaii for Division infantry training. The Division advance party was in Hawaii on December 7, 1941.

Teams of the 27th Signal Company participated in the invasion of Makin in 1942 and of Eniwetok in 1943. The entire division, some 15,000 strong, was part of the Navy task forces that captured Saipan in 1944 and Okinawa in 1945.

The prestigious Presidential Unit Award was given to the 27th Signal Company for its performance in combat in 1944 in Saipan, the first Japanese island that was captured in World War II. Part of the award reads: "...a Meritorious Service Unit Plaque is awarded by the Commanding General, 27th Infantry Division, to the 27th Signal Company, for superior performance of duty in the accomplishment of exceptionally difficult tasks and the achievement and maintenance of a high standard of discipline during the period from 1 June 1944 to 30 November 1944."



Photo courtesy of Jim Hinckley
Men of the 27th Signal Company, Can you find Jim ?

Saipan: Stepping Stone To Japan



Saipan was taken at a high price. American casualties in the first two weeks were reported as 1,474 killed, 7,400 wounded and 878 missing. Nearly 2,000 more Americans died before the island siege ended, and another 6,000 were wounded. Many perished during a last, suicidal Japanese counterattack on July 7, 1944.

Japanese Lt. Gen. Yoshitsugu Saito, commander of the island's defenders, knew all was lost when Garapan and Tanapag Harbor fell. U. S. Army and Marine troops had pushed what was left of his forces to the northern tip of the island.

Dirty and weary from 23 days of intense fighting, Saito ate canned crab, drank sake, walked to a flat rock and sat down. Then, after telling his army, "I advance to seek out the enemy. Follow me," he plunged his samurai sword into his stomach and had his adjutant shoot him in the back of the head.

His army, and many civilian men, women and children, followed his lead, first making one last charge at the advancing Americans. When that failed, many committed suicide by leaping from the cliffs at Marpi Point.

The 27th Infantry Division took the brunt of the initial suicide attack. Some 2,000 to 3,000 Japanese troops rushed screaming into the American lines, overwhelming the two regiments. One soldier who survived the onslaught likened it to a Hollywood cattle stampede, saying that the Japanese just kept coming. As bodies mounted, both sides had to clear away some of the dead to continue with their mission. When it was over, more than 4,300 dead Japanese were counted on the beaches at Tanapag.

Saipan became the staging base for the attack on nearby Tinian, three-and-a-half miles south. Tinian was taken with relative ease, falling in one week with some 1,800 American casualties. A prize catch, Tinian boasted three air fields and a fourth under construction. It became an important operational base for Boeing B-29s, including the *Enola Gay*, which dropped the first atomic bomb on Japan.

Wing Photo Page II



© Photo by Eric Van Gilder www.vg-photo.com
Planes of Fame's Douglas SBD Dauntless dive bomber flying formation with our Hellcat and Zero during the Wing's Special Event – Battle of Midway Day.



© Photo by Eric Van Gilder
The three warbirds on our ramp – rarin' to go ! The SBD and Zero were major foes during the pivotal Battle of Midway in 1942.



© Photo by Dan Newcomb
Just to show you some of the very intricate work being done by the PBJ crew in their continued efforts to bring our PBJ back to original specs. Kudos, guys.



© Photo by Kevin Hong, Sector K Media
The Inland Empire Wing's C-53 Skytrooper "D-Day Doll" in formation with a Boeing C-17 Globemaster III at the Wings Over Houston air show.



© Photo by Kevin Hong, Sector K Media
A beautiful shot of CAF's "Ol' 927" at the Wings Over Houston air show. She used to be "Diamond Lil."



© Photo by Dave Flood
Here's one of the "Unsung Heroes" of our Wing – Alex Ferrasci. Alex has been working on our SNJs for many years, forming a team with Sib Bosso on the SNJ-5, and here seen next to our North American SNJ-4 #N6411D. Alex is part of the team, headed by Joe Peppito, which boasted a successful engine run-up last week. Thanks, Alex, for your 14 years of service!

Gone West: Jack Narz, CBI Pilot

by Pat Brown



NBC File / AP

Jack Narz
November 13, 1922 – October 15, 2008

Jack Narz, the host of the mid-1970s show "Concentration," died of complications of a stroke at Cedars-Sinai Medical Center on October 15, 2008. Jack was 85.

He is best known to us as a member and friend of our Wing. Jack was a C-46 pilot in WWII, flying 182 missions "over The Hump" in one year. His wartime experience flying cargo in the CBI Theater was not very glamorous or front-page material, but he made up for that after the war by becoming one of television's better-known emcees.

After his military service, Jack broke into radio at a station in El Centro, CA and worked for several stations before landing a job as an announcer on television's "Queen for a Day," which then led to a spot on the popular 1950s children's science-fiction program "Space Patrol."

He is best known for his work as host for the game show "Concentration." Among other game shows Mr. Narz hosted were: "Video Village," "Seven Keys," and a syndicated version of "Beat the Clock."

Jack's wife was a flight attendant who flew with Russ Drosendahl. He donated many important artifacts from his wartime experiences to our Museum. Our heartfelt condolences go to Jack's family.

Saturday Features For Visitors

By Pat Brown

At 11:00 a.m. every Saturday morning, the Commemorative Air Force at Camarillo Airport will feature an aircraft flight demonstration (weather permitting).

Many of our aircraft will be on our ramp, outside the hangars, with stairs for visitors to view the open cockpits. There will be many photo opportunities for visitors to have their picture taken while sitting in one of our WWII warbirds.

Airplane rides in our North American SNJ-5 (AT-6) Texan and our Fairchild PT-19A Cornell will be available, both on an advance reservation basis, and also on a "walk-on" basis. Prices for the 20-minute ride: \$300 for the SNJ-5 enclosed cockpit advanced training plane, and \$225 for the PT-19A open cockpit primary training plane. Call 805-482-0064 for advanced reservations.

The Aviation Museum is open every day except Mondays and Wednesdays, from 10:00 a.m. to 4:00 p.m. Be sure to bring your camera for some memorable photos.

Pearl Harbor Day – December 6

Be sure to join us at the WWII Aviation Museum for our Special Event Day on Saturday, December 6 in commemoration of Pearl Harbor Day (December 7, 1941).

At 1:00 p.m., Jim Hinckley, Col. U.S. Army (Ret.), will take visitors back in time to that day which, according to President Franklin D. Roosevelt, will "live in infamy." Jim will talk about events that led up to the attack by the Japanese on Pearl Harbor, what transpired that fateful day, and the aftermath.

At 2:00 p.m. there will be special fly-overs of WWII warbirds. Special exhibits about Pearl Harbor will be on display. Visitors will be able to have their photos taken in our warbirds, and public rides in our SNJ-5 and PT-19A will be available. Special hours for this event are 10 a.m. to 3 p.m. on December 6, 2008. Hope to see you there!

If you would like to be a sponsor of this Special Event, please see our Sponsorship Donation Form on Page 13. Please consider filling this form in and mailing it, with your check (or your credit card number), to the address listed.

Hangar Event Schedule

December 2 – 40 students, Junipero Serra Elem. School

If you would like to plan a special gathering in our Museum Hangar, call Dick Burrer at (805) 444-8285. He will help you plan for the caterer, band, tables, etc.

**COMMEMORATIVE AIR FORCE
SOUTHERN CALIFORNIA WING**

455 Aviation Drive
Camarillo CA 93010
(805) 482-0064

SPECIAL EVENT COMMEMORATING
“PEARL HARBOR”

DECEMBER 6, 2008 Saturday

SPONSORSHIP OPPORTUNITIES

All monies donated for sponsorships will go towards the cost of putting on this event and to the operation of the Museum.
All donations are tax-deductible.

Yes, please accept my sponsorship donation, as follows:

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

Amount \$ _____ *Make checks payable to CAF So Cal Wing-Pearl Harbor Event*

Credit Card # _____ Exp. Date: _____

Check One: Visa ___ Master Card ___ Discovery ___

Signature _____

Please mail to address above. THANK YOU!

Donor's names will be posted at the event.

The purpose of the CAF Southern California Wing is to keep alive our country's military aviation history



Southern California Wing
 455 Aviation Drive
 Camarillo, CA 93010

2009 WING MEMBERSHIP RENEWAL NOTICE

December 1, 2008

Dear Wing Member,

It's time again to renew your annual membership in the Southern California Wing of the Commemorative Air Force. We sincerely hope you will retain your affiliation with our wing since we expect exciting things to happen in 2009.

We are one of the leading wings in the CAF with more than 225 Wing members and 10 assigned aircraft. Our museum has become a major attraction in Ventura County and both attendance and museum income have risen steadily. Our plans are to continue this growth and we want you to be a part of these exciting happenings.

To renew your membership, just remove this page from the newsletter (or make a copy of it), complete the information requested, enclose your check payable to the Southern California Wing, and return by March 1, 2009 to:

CAF Southern California Wing
 455 Aviation Drive
 Camarillo, CA 93010
 Attn: Personnel Officer

Any contribution in addition to your \$50.⁰⁰ annual dues will be greatly appreciated. Contributions are welcome to help us complete the many projects we are undertaking, such as building the new museum facility, the B-25/PBJ restoration, the SNJ-4 restoration, the Fairchild F-24 restoration, the Spitfire restoration and any other project you may wish to support.

If you joined the Southern California Wing in October, November, or December 2008 your dues are considered paid for 2009, but any contribution to any of our projects that you wish to make will be greatly appreciated.

Sincerely,

Steve Barber, Wing Leader

2009 Wing Dues	\$50. ⁰⁰
Hangar/Museum Building Fund	_____
B-25/PBJ Restoration	_____
SNJ-4 Restoration	_____
Fairchild F-24 Restoration	_____
Spitfire Restoration	_____
Other _____	_____
Total	_____

Name: _____ Col. #: _____

Street: _____ City: _____ State: _____ Zip: _____

Home Phone: _____ Work Phone: _____ Cell Phone: _____

E-mail: _____

THE CAF IS A PATRIOTIC ORGANIZATION DEDICATED TO THE PRESERVATION OF THE WORLD'S GREAT COMBAT AIRCRAFT
CONTRIBUTIONS TO THE CAF ARE TAX DEDUCTIBLE