

Flight Line

The Official Publication of the CAF

Southern California Wing
455 Aviation Drive, Camarillo, CA 93010
(805) 482-0064

Vol. XXIX No. 11

November, 2009

Visit us on line at www.cafsocal.com and www.orgsites.com/ca/caf-socal



© Photo by Chuck Athas

Veteran of "The Hump" – see story Page 8



© Photo by Dave Flood

Col. Gary Barber, our Operations Officer and Senior Pilot, has served our Wing so well over so many years. He has agreed to be our Operations Officer again - through 2011. Thanks, Gary, for all you do to Keep 'Em Flying! We wouldn't be where we are without your steady hand in Operations.

**Wing Staff Meeting, Saturday, November 21, 2009 at 9:30 a.m. at the
CAF Museum Hangar, 455 Aviation Drive, Camarillo Airport**

Our CAF Mission: To Honor American Military Aviation Through Flight, Exhibition and Remembrance.

November 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 Daylight Savings Time Ends	2 Museum Closed	3 Work Day	4	5 Work Day	6	7 Work Day Air Show Thermal, CA
8	9 Museum Closed	10 Work Day	11	12 Work Day	13	14 Work Day Wine & Wings 3:00-7:00 PM
15	16 Museum Closed	17 Work Day	18	19 Work Day	20	21 Wing Staff Meeting 9:30
22	23 Museum Closed	24 Work Day	25	26 Thanksgiving Museum Closed	27	28 Work Day
29	30 Museum Closed	Museum Open 10am to 4pm Every Day Except Monday and major holidays				

STAFF AND APPOINTED POSITIONS	IN THIS ISSUE
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Safety Officer * Norm Swagler (805) 482-6994 pswagler@hotmail.com	Wing Photo Page II 7
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Hangar Event Mgr Stephen E Barber (805) 223-1077 barber.stephen@gmail.com	Recent Wing Donors 9
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Air Show Coordinator Bill O'Neill (805) 495-4915 scwairshow@aol.com	CDR Valerie Overstreet 4,000 Hours . . . 11
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The Saga of NC-4

by Dave Flood

The U.S. Navy decided to enter three of its new Curtiss NC flying boats in a transatlantic flight from Rockaway, NY to Lisbon, Portugal, with stops on the way.

The NC “flying boats” had been built during WWI to provide patrol cover for American shipping in the Atlantic against the attentions of German U-Boats. The NC-1, with three 400 hp Liberty engines, flew on Oct. 4, 1918. On Nov. 25 it set a world record for carrying 51 people on a single flight. The 3-engine configuration was considered inadequate for a transatlantic flight, so a fourth engine was designed for NC-2, 3 and 4. NC-2 was modified to have its engines in tandem pairs, but this design was rejected, and NC-2 was made inactive – only to become cannibalized for subsequent damage to NC-1. The remaining three planes retained the between-the-wings separate tractor layout for three engines, with the fourth engine a pusher at the rear of the hull.

On May 8, 1919, the NC-1, NC-3, and NC-4 took off from Rockaway, Long Island, NY for Halifax, Nova Scotia, on the first leg of their planned transatlantic journey.

Off shore of Cape Cod, Massachusetts, NC-4’s center engine failed. She landed at sea and taxied to the Naval Air Station at Chatham, MA for repairs. NC-3 and NC-1 arrived at Halifax without incident, but next morning serious cracks were discovered in their propellers, and a day was lost replacing them.

On May 10 NC-1 and NC-3 continued on to Trepassey, Newfoundland, the jumping-off place for their spanning of the Atlantic.

Between Trepassey and the Azores, a fleet of twenty-one destroyers were stationed at 50-mile intervals. The ships were to serve as visual and radio navigation aids and communication links. They also would provide weather reports, and, if necessary, rescue service.

Repairs were completed on NC-4, but she was kept at Chatham by gale-force winds and rain. The weather cleared on the 14th, and NC-4 flew to Halifax and then arrived at Trepassey the next day.

On Friday evening, May 16, 1919, the three NC boats roared in turn down Trepassey Harbor and flew off into the gathering darkness over the Atlantic. The evening takeoff was necessary so that they could reach the Azores after sunrise next day and enjoy daylight landing conditions.

Sunrise the next day suddenly brought thick fog, and NC-1 and NC-3 became lost and had to land in heavy seas – both low on fuel. NC-3’s centerline engine struts were collapsed by the landing, and she limped into the harbor of Ponta Delgada in the Azores on May 19. NC-1 did not fare as well, and finally sank after her crew was rescued by a Greek freighter.

NC-4 also became lost in the fog, but A.C. Read, its CO and Navigator, used dead reckoning and his Radio Operator, H.C. Rodd’s radio reports from the destroyers below to finally break out of the fog over the island of Flores, the western-most of the Azores. Read swung NC-4 eastward toward the islands of Fayal and Sao Miguel, and landed safely in the harbor of Horta, on Fayal, shortly before noon. Within minutes, the thick fog completely blanketed the port.

For almost three days, NC-4 rode her moorings at Horta. On the 20th, with a break in the weather, she took off and reached Ponta Delgada two hours later. There she stayed for a week – delayed by weather and engine trouble.

The men of NC-4 were up before dawn on Tuesday, May 27. Lt. James Breese and Chief Machinist’s Mate Eugene Rhoads pampered the plane’s engines. H.C. Rodd checked his radio set to make sure it was ready. At word from A.C. Read, Lt. Elmer Stone advanced throttles and sent the big flying boat charging down the harbor in a great v-shaped wedge of spray, lifting off at 08:18 hours.



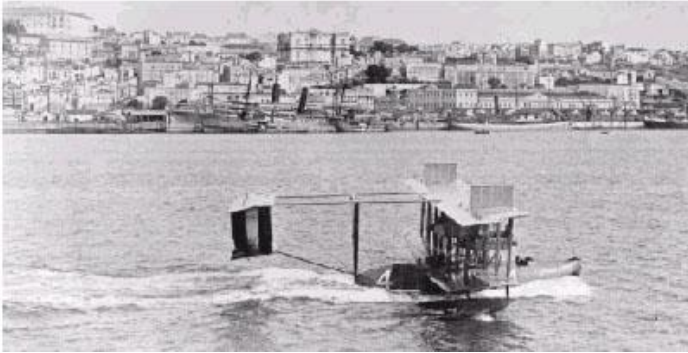
Crew of the NC-4: from left, Lt. E.F. Stone, USCG, pilot; Chief Machinist Mate E.S. Rhoades, USN, engineer; Lt. W.K. Hinton, USNRF, pilot; Ens. H.C. Rodd, USNRF, radio operator; Lt. J.L. Breese, USNRF, res. Engineer; Lt. Cdr. A.C. Read, USN, CO and navigator; and Capt. Jackson of the base ship *Melville*.

In NC-4, all eyes peered eastward where the horizon was fading into the deep purple of twilight. Then, at 19:39 hours, from the center of that darkening line, there flashed a diamond spark of light – the Cabo da Roca lighthouse – and the westernmost point in Europe had been sighted. Minutes later, NC-4 roared over the rocky coastline and turned southward toward the Tagus estuary and Lisbon.

According to Read, a man of few words, this moment was “perhaps the biggest thrill of the whole trip.” Each man on board realized that “No matter what happened – even if we crashed on landing – the transatlantic flight, the first one in the history of the world, was an accomplished fact.”

At 20:01 hours on May 27, 1919, NC-4’s keel sliced into the waters of the Tagus, at Lisbon, Portugal.

The Saga of NC-4, cont'd.



The NC-4 in the harbor at Lisbon, Portugal on May 28, 1919.

After two days in Lisbon, where all three NC crews were generously feted by the Portuguese government and the city of Lisbon, NC-4 continued her flight to Plymouth, England, to the port from which the Pilgrim fathers had left for America 299 years before. She was escorted into the harbor at Plymouth by three Felixstowe F.2A flying boats of the Royal Air Force.

During the twenty-four days of this transatlantic flight, it invariably was on the front pages of American newspapers. But other remarkable Atlantic flights followed, and the world soon forgot the triumph of NC-4 and the skill and sagacity of her crew.

After May 27, 1919, the world knew that men would fly the Atlantic again – and again – and again. They would fly it faster and with fewer stops. They would fly it nonstop, in company, and alone. They would fly it with tens and even hundreds of passengers, at speeds and with comforts difficult to imagine in 1919.

But no one again could be first. That honor belongs to Lt. Cdr. Albert C. Read, his crew of five, and the United States Navy's Curtiss NC-4.

Editor's Note: This story is of particular importance to me, as my father, Harold A. Flood, was a U.S. Navy Aviation Machinist Mate stationed at the Chatham, MA Naval Air Station in May, 1919, when the Navy-Curtiss NC-4 flying boat arrived at Chatham for repairs on its way to Lisbon, Portugal – and history. Of course, it was always my father's contention that he and his crew were the ones who enabled the NC-4 to successfully complete the historic journey across the Atlantic after they had repaired her center engine.

Many thanks to www.aviation-history.com for this story.

We Need You...

To bring or send your check for \$35 per person for our Christmas Party to Casey de Bree ASAP! Our current count is **20** – and we need at least another 40 to make our commitment. See Page 14 for the party details. Be there!

In Memoriam – Gary Austin



© Photo courtesy of CAF

Gary Austin
1970-2009

It is with great sadness that we say “goodbye” to a dear friend of the CAF. Gary Austin, one of the most talented young men in our warbird community, has “Gone West.”

Gary joined the CAF in 2004 and remained a staff member until just a few short months ago. During his time with the CAF he made an impact on every warbird in the Ghost Squadron, but he will forever be remembered as the man behind *O' 927* – the CAF's venerable B-24 Liberator bomber. As first the B-29/B-24 Squadron Crew Chief, and later Director of Maintenance for the CAF. Gary put into place a set of standards that revolutionized the Ghost Squadron. His decisions were concrete and well trusted.

There is no doubt that Gary improved our aircraft safety in just one year. I always had faith in Gary – if he said it needed to be grounded, it was – if he said it was o.k., then I trusted him.

His dedication, work ethic and knowledge were such that he was well respected throughout the warbird community. The CAF was honored to call him member and family.

Tailwinds, our friend, you will forever be remembered and we will miss you.

CAF President Steve Brown, for all the CAF members.

Editor's Note: Gary visited our Wing on several occasions, and was well received each time he was with us. He worked closely with Gary Barber and Joe Peppito and his SNJ-4 crew in getting their plane O.K.'d by the CAF.

Wing Photo Page I: Airsho 2009



© Photo by Norm Swagler

Our F8F-2 Bearcat receiving the cheers of the crowd as she taxied by at Midland's Airsho 2009. The Bearcat and Hellcat went to Midland through Tucumcari, NM, which had an airshow a few days before Airsho 2009.



© Photo by Norm Swagler

Our F6F-5 Hellcat making its appearance before an appreciative audience at Midland. Stormy weather dampened plans for most of the flying at the show.



© Photo by Norm Swagler

The DFW Wing's Douglas R4D – still “strutting” her stuff on the taxiway. Chuck Tully is one of her pilots.



©Photo by Norm Swagler

Bob Thompson and the Rocky Mountain Wing of Grand Junction, CO's Grumman TBF Avenger.



© Photo by Norm Swagler

We all remember Reg Urschler and his famous P-51D “Gunfighter.” Although Reg no longer flies her, she will forever remain in our memory as his warbird.



© Photo by John Wooley

Ken Gottschall with our Mitsubishi A6M3 Zero. Ken flew her directly from Camarillo to Midland on the Thursday before Airsho 2009, missing the Tucumcari Air Show.

Journey To The Shrine

by Dave Flood

Recently, five of our Spitfire Mk XIV Restoration Team members traveled to the “Shrine” of all English World War Two warbird venues, the Imperial War Museum- Duxford, Cambridgeshire, England.

Les Bedding, the Spitfire Mk XIV Crew Chief, along with Colin Bedding, Robert Seeger, Alan Gaynor and Dave Casey, all had glowing reports of the visit when they returned.

Duxford Aerodrome was built during World War One, and, in 1917, was expanded to train Royal Flying Corps (RFC) aircrew. On April 1, 1918, the Royal Naval Air Service and the Royal Flying Corps were merged to become the Royal Air Force (RAF). In September, 1918 Duxford opened as a flying school – No. 35 Training Depot Station. RAF Duxford became No. 2 Flying Training School in 1920, with the Avro 504, the DH9A and the Bristol Fighter. Sopwith Snipes were added to Duxford in 1923. Three fighter squadrons – 19, 29, and III – were formed and, in 1924, Duxford became a fighter station, a role it was to carry with distinction for 37 years. It was home of the first operational Spitfire squadron. Duxford’s fighters were frequently scrambled against the incoming Luftwaffe during the Battle of Britain in 1940.



Here is The Imperial War Museum, Duxford as seen from the air. The American Air Museum is at the top.

The contingent of So. CA Wing Colonels spent over a week seeing many historic military sights in addition to Duxford. They spent some time at the Cambridge American Cemetery and Memorial, Madingley, Cambridgeshire, England and were emotionally touched by the scene of so many crosses representing American soldiers and airmen who had made the last full sacrifice so that tyranny would not prevail.



Photo courtesy of Colin Bedding

Our colonels, after all, were on a fact-finding tour, and here they are testing samples of Britain’s finest tea.



Photo courtesy of Colin Bedding

Here are (from left) Back: Alan Gaynor, Robert Seeger, Colin Bedding, Dave Casey. Front: Les Bedding, RAF Group Captain Peter Knapton (Ret.) – at the Royal Air Force Club. Peter had received the OBE & DFC with the 257 Squadron, RAF, Coltishal in 1943. The print between Les and Peter is of a Hawker Hurricane, which Peter flew in WWII. The print was later signed by Peter, and currently hangs in Dave Casey’s home. The pilgrimage by our colonels was a memorable one, and they have generously shared it with us.

Wing Photo Page II



©Photo by Eric Lange

Our F8F-2 Bearcat on the way home from Edwards AFB. Eric took this shot from the *China Doll*.



© Photo by Dave Flood

Lt. Col. Fabien Dufau, USAF (Ret.) – 93 years young! He flew C-46s in No. Africa, the Middle East, and India during WWII. He maintains his favorite is the C-47. He was a recent visitor to our WWII Aviation Museum.



© Photo by Dan Newcomb

Iran Ausley of the PBJ Restoration Team caught with his “hand in the cookie jar.”



© Photo by Dan Newcomb

The whatchamacallit goes into the thingamajig! Scott Drosos and Ken Barger figuring it out for the PBJ.



© Photo by Dan Newcomb

Jerry Burkhardt putting the finishing touches on the attachment of the right rudder on our PBJ-1J. We hope that you’ll come in and see the progress that this team has made on the restoration of this great airplane.

CAF – SOUTHERN CALIFORNIA WING'S WWII AVIATION MUSEUM
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STAGECOACH INN MUSEUM
51 S. Ventu Park Rd.,
Newbury Park
805-498-9441
www.stagecoachmuseum.org

THE CAF – SOUTHERN CALIFORNIA WING'S WWII AVIATION MUSEUM
PHOTO: CHLOE VAN GELDEREN – AVIAWING PHOTOGRAPHY

© Photo by Dave Flood/ from Verizon Telephone Directory

Every home, business, restaurant, school, bank, fire house, police station, city hall, museum, airport, and coffee vendor in Ventura County has received this ad for our WWII Aviation Museum in the new Verizon Telephone Directory – in the “Community Magazine” section in the front of the directory.

Memories of “The Hump”

At the Edwards AFB Air Show, two gentlemen approached us as we sat outside the C-46 *China Doll*, and began asking questions for the third man in their party, who was in a wheelchair.

They all boarded *China Doll*, and it turns out that the fellow in the wheelchair is Robert Black, of Palmdale, CA – and he had been a Radio Operator on C-46s during WWII, flying “The Hump.” Robert had spent over 1,000 hours flying “The Hump”, and was awarded the DFC and the Airman’s Medal. He was in the 1300th AAF.

The two people with Robert were Chuck Athas, a Vietnam War veteran, and Bill Norris, a Korean War veteran.

All of these guys are true American heroes, although they probably never would say so or admit it. We are indebted to veterans such as these who are rapidly becoming part of our history.

Dick Troy

+++++

We met your crew at Edwards AFB this afternoon for the air show on Saturday and thank you for the hospitality. Robert Black, a WWII C-46 Radio Operator was with us, and really enjoyed being able to go inside the aircraft and sit at the Radio Operator’s Station in the cockpit. It brought back a lot of memories for him.

Thank you for the kindness shown to Robert. It made a very special day for him.

Chuck Athas, Lt. Col. USAF (Ret.)



© Photo by Chuck Athas
Robert Black, C-46 Radio Operator, in *China Doll* at the Edwards AFB Air Show – remembering WWII and flying over “The Hump.” Thanks, Robert, for your service to our country!



© Photo by Dave Flood
Katie Russell in the rear seat of her dad Marc’s T-34. She’s all ready to go for her first flight with daddy.



© Photo by Dave Flood
After her first flight, here’s Katie with her dad. She took to flying just like her dad and mom. It’s in the genes. Note her special dress and stockings. Wow!



© Photo by Dave Flood
Al Blake, one of our PBJ Restoration Crew members, in the T-34’s rear seat, showing his pleasure after flying with his daughter Stephanie, Katie’s mom.

Wing Photo Page III



© Photo courtesy Misa Nishimura

Some Very Special Visitors were our guests recently. From left: Misa Nishimura; Ken Nishimura; Yuri Takao, Misa's mother; Joe Peppito; Terry Cedar; Chizuko Ikeda; Kiyoko Satake; and Midori Nagahara. Misa & Ken, members of our Wing, brought with them from Japan Misa's mom and her friends. We were delighted to be their hosts for a day.



© Photo courtesy of Misa Nishimura

Here is Yuri Takao in the PT-19A with Terry, ready for takeoff. Yuri is obviously enjoying her experience.

Wing's Air Show Schedule – 2009

Nov 7 Thermal, CA F8F-2, Zero

Note: The above information is subject to change. Please contact us at 805-482-0064 for latest information.

Recent Wing Donors

Thanks to **David Baker** and **Lt. Charles Fatora** for their generous donations of computers to our Wing.

And thanks to the Behr Process Corp. for their very generous donation of 75 gals. of paint for our Museum floor.



© Photo by Dave Flood

The S-64 Skycrane flown by Evergreen from CMA during the recent forest fires east of us. It can dump upwards of 2,000 gallons of liquid on the fire line.



© Photo by Dave Flood

Looking at ease in the pilot's seat of the huge S-64E, Jim Hinkelman readies for takeoff (he wished!). Also at CMA fighting the fires were a number of other helicopters – some with their own gasoline trucks.



© Photo by John Wooley

The CAF's Grumman FM-2, seen here at Midland's Airsho 2009. We haven't seen her at our Wing in some time, and hope to have her back with us again.

The Condor Legion: Spanish Civil War

The Condor Legion was a unit composed of “volunteers” from the German Air Force (Luftwaffe) which served with the Nationalist side during the Spanish Civil War (July, 1936 to March, 1939).

Called “Operation Fire Magic,” German military aid to the Spanish Nationalist rebels began with a request for assistance dispatched by Spanish General Francisco Franco. This was received by German dictator Adolf Hitler on July 22, 1936, five days after the rebellion began on July 17. Hitler immediately called Hermann Goring and Field Marshal General Werner von Blomberg, to plan methods of support for the Nationalists.

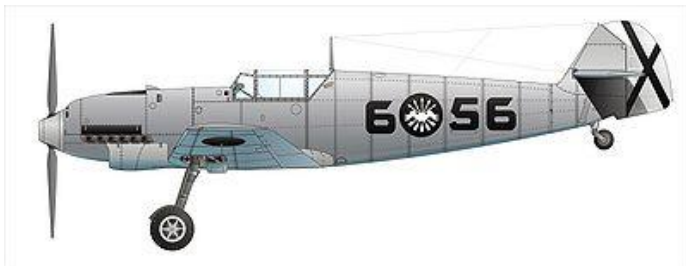
Over the next weeks, over fifteen thousand volunteer groups went to Spain. Military aid from the USSR had also begun arriving for the Republican Government, including aircraft and tanks. Hitler then gave his agreement for the formation of troops into the Condor Legion.

The German forces in Spain combined into the Condor Legion then consisted of:

- One Bomber Group of three squadrons of Junkers Ju 52 bombers;
- One Fighter Group with three squadrons of Heinkel 51 fighters;
- One Reconnaissance Group with two squadrons of Heinkel He 45 and He 70 recon. Bombers; and
- One Seaplane Squadron of Heinkel He 59 and He 60 floatplanes.

These forces of 100 aircraft and 5,136 men were placed under the command of General Hugo Sperrle. At the height of German military assistance, the force in Spain would total almost 12,000 men.

German aircraft dropped 16,953,700 kilos of bombs and expended 4,327,949 rounds of ammunition. Of the Germans who served, 298 died, with 173 killed in action. The first to die were fighter pilots Helmut Schulze and Herbert Zeck on August 15, 1936. 72 aircraft were shot down, and another 160 were lost in accidents. In 1939, an official of the German Economic Policy Dept. estimated that German spending on military aid to Franco had to date cost half a billion Reichsmarks.



A German Bf-109 fighter plane used to support Franco in the Spanish Civil War. Note the special markings to differentiate it from any German plane.

Hitler had initially incurred opposition from Goring, who, being keen not to erode Luftwaffe strength in supporting the Spanish Nationalists, preferred to commit modified Lufthansa airliners that were converted to carry significant bomb loads. Hitler dismissed this, and soon afterward Goring recognized the opportunity to garner invaluable experience for “his Luftwaffe.”

This battle experience, fighting against the most modern Soviet fighters crewed by experienced pilots, allowed the Luftwaffe to develop some sound tactical doctrine covering almost all aspects of air combat operations in the combined arms battle. Some 19,000 members of the Luftwaffe gained direct combat experience in Spain, giving the Luftwaffe a crucial advantage over its enemies during the first part of World War II, in particular future fighter wing commanders like Werner Molders, who scored 14 victories in Spain, and Adolf Galland. Of the Luftwaffe’s *Jagdgruppen*, 136 Bf109s were sent to Spain, and of these 47, including Bf109Bs and Ds, and well as the “E” variant remained in service with the Spanish Air Force. The Republican (government) fighters were no match for the Bf109. Equipped mostly with Soviet-built Polikarpov I-15s and I-16s, the Republican forces suffered heavy losses.

During the Spanish Civil War, the Luftwaffe’s Condor Legion participated in the first mass terror bombing of civilians. On April 26, 1937, Guernica, a city in the Basque region of northern Spain, was destroyed in an ominous portent of strategic bombing campaigns in World War II, and hundreds of people were killed or injured. *Operation Rügen* – the bombing of Guernica – resulted in fierce international condemnation. It was at this point that international attention was focused on German and Italian involvement in the conflict. Up until that point the German policy had been to publicly deny the transit of military aid and personnel. The destruction of Guernica received wide media coverage. Basque government figures at the time put the toll at 1,654 dead and 889 wounded – an unprecedented scale of civilian casualties.

Recrimination for the activities of the Condor Legion and shame at the involvement of German citizens in the bombing of Guernica surfaced following German reunification in the 1990s. In 1997, the 60th anniversary of *Operation Rügen*, then German president Roman Herzog wrote to survivors of the raid, apologizing on behalf of the German people and state. Herzog said he wished to extend “a hand of friendship and reconciliation” on behalf of all German citizens. This sentiment was later ratified by members of the German Parliament, who went on to legislate in 1998 for the removal of all former Condor Legion names from associated German military bases.

Condor Legion Air Units:

- J/88 – Fighter Group with 48 aircraft (4 sqdns He 51s);
- K/88 – Bomber Group with 48 aircraft (4 sqdns Ju52s);
- A/88 – Reconnaissance Group with 24 aircraft (3 sqdns. He 70s and 1 sqdn. He 45s);
- AS/88 – Naval Reconnaissance Group with 16 aircraft.

The Condor Legion, cont'd.

Recently, a friend of our Wing, Paul Odum, came to our WWII Aviation Museum with some extremely well-preserved log books from a German pilot who had flown He-70 bombers in the Condor Legion in Spain during that country's civil war.

Wing	Flt	Time	Alt	Target	Remarks
1st	1st	10:00	10,000	Burgo	...
1st	1st	11:00	10,000	Guernica	...
1st	1st	12:00	10,000	Guernica	...
1st	1st	13:00	10,000	Guernica	...
1st	1st	14:00	10,000	Guernica	...
1st	1st	15:00	10,000	Guernica	...
1st	1st	16:00	10,000	Guernica	...
1st	1st	17:00	10,000	Guernica	...
1st	1st	18:00	10,000	Guernica	...
1st	1st	19:00	10,000	Guernica	...
1st	1st	20:00	10,000	Guernica	...
1st	1st	21:00	10,000	Guernica	...
1st	1st	22:00	10,000	Guernica	...
1st	1st	23:00	10,000	Guernica	...
1st	1st	24:00	10,000	Guernica	...

Here is a page from one of the German log books that Paul Odum brought to our attention. From the second line on this log, we can tell that the German pilot flew aircraft (He-70) No. 14-44 on bombing runs to Burgo and Guernica, Spain on April 26, 1937. This is the precise day of the infamous Guernica blanket-bombing raid which wiped out the city and killed and injured upwards of 2,300 people. We know from this log entry that the German pilot participated in the raid.



A detailed drawing of the Heinkel He-70 No. 14-44 that was flown by the German pilot who filled out the log books in Paul Odum's possession. This aircraft participated in the Guernica Raid – which became a motivation for a famous Picasso painting.

CAF Awards – So. CA Wing

Distinguished Maintenance: Ken Barger, Les Bedding, Jeff Birdt, Ken Gottschall, Mike Perrenoud, Marc Russell.

Distinguished Flying: Steve Barber (landing Bearcat).

Silver Magnolia Blossom: Pat Brown.

Unit Service Award: Terry Cedar, Bill O'Neill, Norm Swagler.

Individual Maintenance Award: Iran Ausley, Dan Newcomb

Congratulations to all these Wing members! Job Well Done!

CDR Valerie Overstreet: 4,000 Hours

Upon completion of a landmark 4,000 hours of flying for the U.S. Navy, CDR Valerie Overstreet, Commanding Officer of the VAW-117 Airborne Early Warning Squadron "Wallbangers" – based at NAS Pt. Mugu, but now on the CVN-68 USS Nimitz – received a surprise congratulations party from her squadron, with cake and all.



© Photo courtesy of CDR Valerie Overstreet, USN
Here's Valerie cutting her cake marking her 4,000 hours in the E-2C aircraft type in service to her country. Note that wicked knife technique. Congrats, Valerie!



© Photo courtesy CDR Valerie Overstreet, USN
Here's Valerie landing her Grumman E-2C Hawkeye, hooking the OK 3 wire – completing her 4,000 hr. flight in the aircraft type

Valerie was the featured speaker at our special event in May, "Women In War." She was a huge hit with us and with all the wonderful ladies that were our guests that day.

She and her squadron are now flying off the USS Nimitz somewhere in the Middle East, providing electronic over-view for our forces in Afghanistan and Iraq.

There are a total of 153 airmen and airwomen in her squadron, and we would like all of them to get letters from members and friends of our Wing. Valerie says, "Letters out here are always a great morale booster, and they would definitely appreciate it."

Wine and Wings Ventura County



Wine Tasting Event and Fundraiser

Saturday, November 14, 2009

3:00 P.M. to 7:00 P.M.

\$59.95/person advance tickets

\$69.95/person at the door

Make Checks Payable to:

CAF So Cal Wing (Wine & Wings)

and mail payment to:

455 Aviation Drive

Camarillo Airport

Camarillo, CA 93010



Join us in uncovering the best-kept secrets in Ventura County. Amid the backdrop of our World War II Aviation History, enjoy world class wines from Ventura County's Premium Wineries and appetizers by Chef Tim Kilcoyne of the Sidecar Restaurant in Ventura.

Help us support the mission of the Commemorative Air Force in Southern California.

Our first annual wine tasting event is sure to be a unique evening of fun and entertainment with a chance to taste and purchase at a discount the unique wines from local winemakers.



For more information, please contact:

Steve Barber, Jr.

805.223.1077 • Barber.stephen@gmail.com

Vern Olson

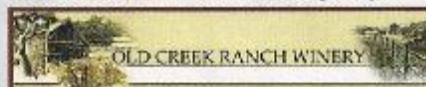
805.200.8627 • iflypt@yahoo.com

Mark Storer

805.482.0064 • mark_s2112@yahoo.com

Featured Wineries Include:

- Old Creek Ranch Winery, Ojai



- Bella Victorian Vineyard and Winery, Camarillo



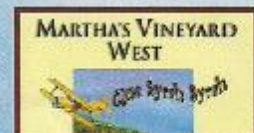
- Cantara Cellars, Camarillo

- Stafford Premium Wines, Camarillo



- Rancho Ventavo Cellars, Moorpark

- Martha's Vineyard West, Santa Paula



<http://www.cafsocial.com/>



1st Annual CAF So. CA Wing Golf Tournament

Date: Monday, November 16, 2009

Place: Las Posas Country Club
955 Fairway Drive
Camarillo, CA 93010

Time: 10:00 a.m. - Golf
3:00 p.m. – Cocktails & Raffle
4:00 p.m. – Dinner & Auction

Golf Entry Fee: \$195.00 per golfer - \$780.00 per foursome.
Limit: 120 golfers (30 foursomes)

Includes: Round of golf, lunch, dinner and raffle ticket.

Banquet dinner open to additional 120 guests @ \$50.00 each.

For more information, please contact:

Steve Barber, Jr.: (805) 223-1077 / e-mail: barber.stephen@gmail.com

Vern Olson: (805) 200-8627 / e-mail: iflypt@yahoo.com

Sponsorships are available at three levels:

Silver - \$1,000.00 / Gold - \$2,000 / Platinum - \$5,000

The Commemorative Air Force is a non-profit 501(c)(3) educational and historical preservation organization that restores and flies vintage military aircraft. Our Aviation Museum is located at Camarillo Airport.
455 Aviation Drive, Camarillo, CA 93010

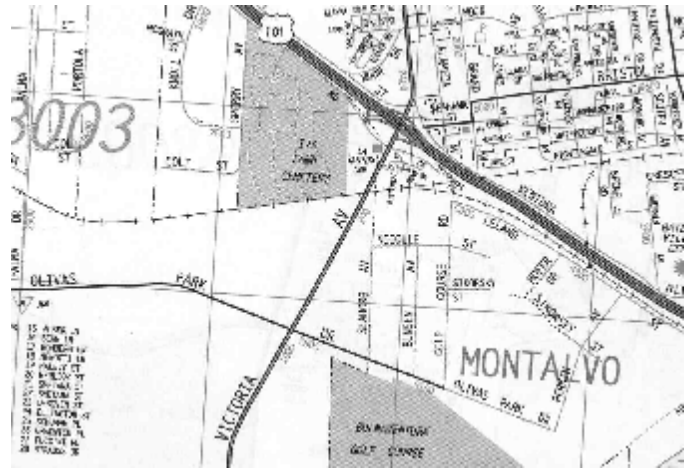
Wing Christmas Party by Casey de Bree

Our Christmas Party is set for Thursday, December 3, 2009 at the Wedgewood Banquet Center, 5880 Olivas Park Drive, Ventura CA 93003. The banquet center is located at the Buenaventura Golf Course. The social hour will start at 6:30 with dinner served at 7:30. We will wrap up by 10:00 PM. Our annual auction will follow the dinner. Cost is \$35 per person

The dinner will be a buffet featuring barbecue chicken, tri-tips of beef, salads galore, garlic bread, roasted red potatoes, and beverage. There will be a no-host bar.

Mail or drop off your reservation with a check made out to "Southern California Wing" to Casey de Bree at the hangar, 455 Aviation Dr., Camarillo, CA 93010. The map at right provides driving directions to the Wedgewood

Banquet Center. The Buenaventura Golf Course is at the lower center of the map.



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(Cut here)

OFFICIAL BALLOT

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

Southern California Wing Staff Election – November 2009

Office	Candidate	Office	Candidate
Finance Officer	Casey de Bree	Operations Officer	Gary Barber
	_____		_____
	(write-in)		(write-in)
Adjutant	Terry Cedar		

	(write-in)		

Only Colonels whose dues are current are eligible to vote

BALLOTS MUST BE RECEIVED BY NOVEMBER 18, 2009

Voting instructions:

- Vote for one candidate for each office by circling the candidate's name, or write in the candidate's name in the space provided
- 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.
- Place "Ballot" envelope inside another envelope, and seal this 2nd envelope.
- 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 in the Restoration Hangar on the table next to Chuck William's desk.
- Voting by Mail: Follow instructions #1,2,3. Put your name and address in the upper left corner of the 2nd envelope, along with your colonel number. Address the 2nd envelope to: CAF – SoCAWing, 455 Aviation Drive, Camarillo, CA 93010, Attn Election Committee.
- Ballots will be counted and the results announced on November 20, 2009 and in the December issue of Flight Line by the Wing Election Committee: Ron Fleishman, Sib Bosso, and Bill Main.