

# Flight Line

**The Official Publication of the CAF**

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

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© Photo by Dave Flood  
**A girl can dream, can't she?**

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© Photo by Dave Flood

**Col. Russell Drosendahl**

**Russ has been a role model for all of us at the CAF-SoCAWing for a long time.  
He was honored with a Tribute Party on Saturday, May 7, 2011.  
See Pages 3, 4 and 5 for details.**

**Wing Staff Meeting, Saturday, June 18, 2011 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.**

# June 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Museum Open 10am to 4pm Every Day Except Monday and major holidays			1	2 Work Day	3	4 Work Day  Air Show Gillespie
5  Air Show Gillespie	6 D-Day  Museum Closed	7 Work Day	8	9 Work Day	10 Docent Meeting 3:30	11 Work Day
12	13  Museum Closed	14 Work Day  Flag Day	15	16 Work Day	17	18 Work Day Wing Staff 9:30
19  Father's Day	20  Museum Closed	21 Work Day	22	23 Work Day	24	25 Work Day
26	27  Museum Closed	28 Work Day	29	30 Work Day	Museum Open 10am to 4pm Every Day Except Monday and major holidays	

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* Denotes Staff Position				<b>Submittal Deadline - 15th of the month</b> Commemorative Air Force Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501

## Tribute To Russ: I



© Photo by Dave Flood

**Russell Drosendahl (on left) sitting as our Guest of Honor at our Tribute to him on May 7. Dick Troy is giving the introduction to our outpouring of affection for this long-time member who is a friend to every one of us.**

Russell Drosendahl has been our Mensch for many years. He is our Mentor, someone we all look up to – someone who treats everyone with respect and dignity. A true gentle man.

On Saturday, May 7, 2011, many of us gathered in the Museum Hangar to say a heartfelt “thank you” and “Godspeed” to Russ, who has decided to “retire” as a Docent after many years, and to just be a regular member who comes in and, with his buddy Bill Main, harasses their compatriot Joe Peppito.

These three old friends have been ribbing each other for many years, and now the three of them will be telling stories to try to convince each other that their airplane is the best that ever was.

In Russ’s case, the airplane was the Consolidated B-24 Liberator bomber, on which he was a valued instructor during WWII. Bill, of course, would argue for his B-17, and Joe for his P-47. But on May 7, the Liberator ruled.



© Photo by Dave Flood

**A B-24 Model presented to Russ by the Wing**

In addition to the B-24 model, the Wing presented Russ with a special plaque with the CAF-SoCAWing logo, and the inscription:

*Presented to Russell Drosendahl*

*In recognition of your many years of dedicated service to the Commemorative Air Force of Southern California.*

*Your humble generosity, and unwavering support have become an inspiration to all of us – for which we will be forever thankful.*

*Presented this 7<sup>th</sup> day of May, 2011.*

*Steve Barber  
Wing Leader*

*John Woolley  
Museum Director*



© Photo by Dave Flood

**Special Plaque honoring Russ**



© Photo by Dave Flood

**Approximately sixty members and their spouses were on hand to pay honor to Russ.**

Arrangements for the Tribute were made by Dick Troy, John Woolley, Jim Hinkelman, Jim Tierney, Pat Brown, and Ron Fleishman. Pat arranged for the very delicious sandwiches, salads, cookies and ice cream. And Ron was the congenial bartender. Dick was the main promoter of the fete for Russ, and John and the two Jims lent their talents, as well. A very nice gesture on behalf of us all!

## Tribute To Russ: II



© Photo by Dave Flood

**Our Wing Leader, Steve Barber, told some interesting stories about Russ, and thanked him for his exceptional generosity over the years.**



© Photo by Dave Flood

**Another old friend extolling Russ's character was Bill Main, who constantly is in verbal dispute with Russ about the relative attributes of the B-17 vs. the B-24.**



**Ceci Stratford thanked Russ for his great generosity toward her when he gave her a "buddy pass" on TWA to attend her husband's air force reunion.**



© Photo by Dave Flood

**Another friend of long-standing, Gary Barber, thanked Russ for the many Christmas cards he had sent over the years, all having a certain "flavor."**



© Photo by Dave Flood

**Doctor Dick Witten praised Russ for his many sterling character traits, calling him "not only a gentleman, but a gentle man."**



©Photo by Sharon Dwyer

**Russ and his beloved daughter Julie.**

## Tribute To Russ: III



© Photo by Dave Flood

Our pilots put together a super fly-over consisting of seven aircraft to honor Russ Drosendahl on his Tribute Day.

We haven't seen this many of our planes flying together in a long time. And the Zero and Hellcat were in the Maintenance Hangar for repairs! Chris Rushing added to the formation with his AT-6.



© Photo by Dave Flood

Spitfire Mk XIV, P-51 Mustang, F8F Bearcat on the flight line.



© Photo by Dave Flood

Our new Yak-3B and our vintage SNJ-5 ready for take-off. Thanks to the pilots for making Russ's special day that much more special!



© Photo by Dave Flood

Even our SNJ-4 Bluebird joined her "sister" in giving Russ a soaring sendoff!



© Photo by Sharon Dwyer

*I must say that I was pleasantly surprised by the gathering we had in my honor on 7 May 2011. I liken it to a "memorial service" - but the subject is still alive.*

*I especially thank Dick Troy, Steve Barber, and any and all others that had a part in putting the function on. And, of course, all in attendance. Putting seven airplanes up for a fly-by was impressive. Thanks to all, ground crew and pilots. The many tributes and gifts along with the food will be cherished for a long time. I am humbly honored.*

*Russ Drosendahl*

## Col. Phil Makanna Wins “Calendar Of The Year” Award for 2011

GHOSTS has received international acclaim by winning this year's most important World and National Calendar Awards. "GHOSTS of The Great War - 2011" has been named the "Calendar of the Year for 2011" and was awarded "Best of Show," the two top prizes of the calendar publishing industry's premier competition which recognizes the world's highest quality calendar design and production.

Judging was completed by a panel of industry professionals assembled by the Calendar Marketing Association - the worldwide trade association for the calendar industry. The competition received hundreds of entries from fifteen countries. Winners were selected for the 2011 World and National Calendar awards competition based on criteria that included quality of artwork, photography, design, originality and execution.

GHOSTS' two entries, photographed by Philip Makanna, also won four awards in the World and National photography categories. Among these awards are the Gold Award in Photography for "GHOSTS of The Great War - 2011" and the Silver Award in Photography for "GHOSTS, A Time Remembered - 2011".

The GHOSTS calendars have been independently published by GHOSTS for 32 consecutive years. [Order "GHOSTS of The Great War - 2011" at the CAF GiftShop!](#)

*Editor's Note: The above announcement was from "On The Fly," the informative e-mail message from our CAF President, Steve Brown. Phil Makanna has been a friend of CAF-SoCAWing for a long time. He took fabulous photos of our Zero when she flew in the "Warbirds Over Wanaka" air show in New Zealand back in April, 2010. Nice going, Phil!*



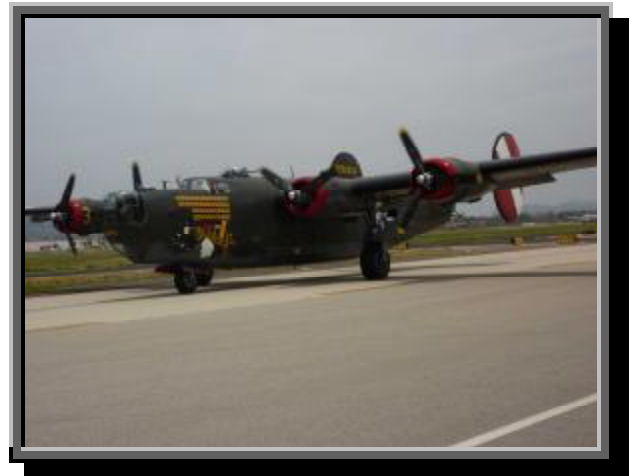
**“Ghosts of the Great War-2011” – Calendar by Phil Makanna**

## Collings’ Warbirds Visit Camarillo



© Photo by Avery Willis

**The Collings Foundation’s B-17G “Nine O Nine” (Serial #44-83575) was built by Douglas Aircraft Co. in Long Beach and accepted by the USAAF on April 7, 1945. It was used first in air/sea rescue operations and then as a military transport. Every year Collings brings its warbirds to Camarillo to commemorate the WWII history of these great planes and their crews.**



© Photo by Avery Willis

**Here’s Russ Drosendahl’s favorite airplane, the B-24J Liberator bomber. This one, Serial #44-44052, was built by Consolidated Aircraft Co. in Ft. Worth, TX in August, 1944. The USAAF accepted it in Oct., 1944. It was transferred to the RAF and served in the Pacific Theater, doing anti-ship bombing. It now has new colors of the 8<sup>th</sup> Air Force, and is named “Witchcraft.”**

## Wing Air Show Schedule: 2011

Date	Place	Planes
June 3-5	Gillespie, CA	F6F, F8F, A6M3
Aug 20,21	Camarillo, CA	All Aircraft
Oct 6-9	Midland, TX	TBD
	CAF’s Airsho2011	

If you plan to attend any of these air shows, please contact us at 805-482-0064 to check on possible changes.

## Wing Photo Page I : PBJ's Right Wing



© Photo by Dan Newcomb

The PBJ Restoration Crew performed a major turn-around recently when they brought the PBJ out of the Maintenance Hangar, turned her around, and brought her back – heading toward the rear of the hangar.



© Photo by Dan Newcomb

Here the tug has her out of the hangar. First time in years that she has “seen” the light of day!



© Photo by Dan Newcomb

Here she's giving you a profile glimpse. She's still embarrassed about her need for a “nose job.” But we can readily see all the work that has been done to get her back onto the air show “stage.” See page 8 to read Marc Russell's description of all that the PBJ Restoration Crew has done to improve her “chassis.”



© Photo by Dan Newcomb

Back into the Maintenance Hangar she comes, eager for her right wing to be attached. She has been feeling like the Venus de Milo without her arms. Our guys have been giving her the TLC treatment for many years. She should have no complaints.



© Photo by Dan Newcomb

Look at that tail section – Wow! But remember that beauty is just not skin deep – and the guys are going to update her inner beauty with all kinds of improvements that Marc has mentioned on page 8.



© Photo by Dan Newcomb

Mission accomplished! The right wing is on, and now the fun begins anew – with gas and oil tanks to be fitted in, etc., What would these guys do without her? She has such a magnetic personality!

## PBJ Progress

by Marc Russell, Crew Chief

Quite often, progress on a big project is very hard to see, and that has been the case with the PBJ restoration. For years we have been doing a lot of work that was hard to notice unless one was to watch it every day that it occurred. Although the PBJ is as big as she is, she really hasn't had center stage, and as such, doesn't draw attention as easily as the aircraft that are parked right up front or close to the offices. In fact, it is often a bit of an obstacle course to get over to see what we have been doing, but all of that is in the process of change.

We recently moved the PBJ to an area that will facilitate visible progress. What progress, you ask? We are in the final stages of permanently mounting the right outboard wing to the rest of the plane. This wing had been up in position to allow us to fit new parts such as the main attach angle. B-25/PBJ aircraft are infamous for having these angles corrode, and we have had to replace three of the four upper attach angles.

Now let's back up just a little so that everyone can get a handle on what has brought us to this point. Not all the way back, just the recent stuff. After we finished rebuilding both inboard wing stubs, we needed to start putting the parts back in place. Both nacelles are now completely installed, as are the main gear, and all the hydraulic systems for the gear and flaps. So too are all the mechanical components for the flaps and gear doors.

Cables for all of the control systems are also in place. The bays for all of the fuel and oil tanks, a total of twelve, are now ready for the tanks. A later model fire protection and detection system is also going in. On the right side, the engine mount is attached to the firewall and components are being bolted into place. Fuel vent lines are in and the inboard leading edges have been mounted. There are a number of other things but I am sure you get the idea.

So... what is next? This list is just as long, but just as important as the one above. First, we just took delivery of a brand new right outboard auxiliary fuel tank, and a left forward main fuel tank. The auxiliary tank has to be installed before the wing can go on, but to do that, we will have to line the tank cavities with a protective shield so that the tanks won't chaff. By the time you read this, all of that should be complete and the wing should be bolted in place. As soon as that is all done, we will move to the right side and do it all over again. That is progress that everyone will notice.

What comes after that? As each wing goes on, it opens up a lot of other projects. Work has already begun on the outboard flaps, and as soon as they are ready, they will go up. Following that will be the ailerons, the aileron locks and the aileron trim systems. While that work is being completed, another crew can be installing the oil coolers and all of the associated plumbing. And since we have a main tank, we can install it too. Work is nearly complete on the nose section and it will be permanently mounted to

the plane. All of this is bolt-on work, and we have all of the components. Again, this is progress that will be noticed.

And if that isn't enough - by the end of June we should have the entire plane wired from scratch. Our team discussed a number of options and decided that the best way to go was to hire someone with experience. Jeff Nelson has been in the business of wiring planes for many years and he is responsible for the wiring the B-25 operated by the Arizona wing as well as their B-17. Each wire will be numbered just like it was originally, and the wires will be bundled properly and professionally. When done, all of the wiring will be documented in a manner suitable to the FAA for certification.

So... what else is on the agenda? The next big purchase will be the oil tanks, followed by the remaining fuel tanks. In order to accomplish this, we will need to raise funds as our current purchases will drain our account significantly. And, unfortunately, this is just the beginning, as after that we need to finance engine overhauls, prop overhauls, radios, and other instrumentation. In many respects, fund raising has become the most difficult of tasks.

For those of you who have helped, or are currently helping, I can't thank you enough. We have come a long way with your assistance. If you are considering a donation, or becoming a sponsor, please know that we are currently eligible for matching funds from Midland. The PBJ is at the point where we have to start dealing with the big cost items, and there is just no way around that. We will succeed but we will have to raise funds to get there.

We have come a very long way toward getting the PBJ back in flying condition. Our team is very proud of the work we have accomplished and are as anxious as anyone about getting her in the air. Come on out and see our progress, meet the crew, or maybe join the crew. I think you will be impressed.

Thanks very much to those of you who have supported us in the past, and we look forward to having new supporters come and see our progress and become part of our PBJ Restoration Team!



© Photo by Dan Newcomb

**The PBJ Restoration Crew attaching the right wing.**

## U.S. Naval Aviation Centennial: 2011 “A Time of Brilliance: 1927 – 1941”

by Barrett Tillman, *Flight Journal*, June, 2011

For 70 years the notion has existed that Navy or Marine aviators invented dive-bombing. It's untrue. The tactic was developed by the British during the Great War, but it was perfected by Americans wearing wings of gold in the '20s and '30s. As more powerful aircraft permitted heavier loadouts, the ordnance increased from 500 to 1,000-pound bombs.

Torpedo bombers necessarily were the biggest carrier planes. Among the earliest were the three-seat Martin T3M and T4M, with 56-foot wingspans and 10,000 pounds gross weight. Aviators were divided as to whether torpedoes or bombs were most effective against warships. Though aerial torpedoes delivered a more telling blow, below the water line they were also less accurate. Dive-bomber pilots noted – correctly – that they could deliver more hits but with less effect. “Torpeckers” insisted, “If you want to let in air, use bombs. If you want to let in water, use torpedoes.”

Among the most versatile carrier planes was the Curtiss F6C, a capable dogfighter and reasonably accurate dive bomber. Lt. Cdr. Frank Wagner is credited with developing the Navy's doctrine, demonstrating that a high, steep approach to the target largely negated anti-aircraft fire. The optimum tactic combined both bombing and torpedo attacks, simultaneously, to overwhelm an enemy naval force.



**Curtiss F6C-2 Hawk aboard the USS Langley in the mid-1920s**

Gradually, airpower advocates made their voices heard. Vice Admiral Charles Moffitt, the first Chief of Naval Aviation, pushed both heavier and lighter-than-air aircraft. His seagoing counterpart was Rear Admiral Joseph Reeves, who demonstrated carriers' potential against land targets. In the 1929 fleet problem, Reeves sent USS Saratoga squadrons against the Pacific end of the Panama Canal, avoiding the defending Army Air Corps' fighters. Three years later, carriers launched a surprise attack against the fleet base at Pearl Harbor, with 150 USS Lexington and USS Saratoga aircraft achieving complete surprise. Upset at the unconventional tactics, the Army-Navy umpires declared, “It is doubtful if air attacks can be launched against Oahu in the face of strong

defensive aviation without subjecting the attacking carriers to the danger of materiel damage and consequent great losses in the attack air force.” (Note: *little did they know!*).



**Grumman F3F Navy fighter.**

Naval aviation still lagged technologically. In 1939, when war erupted in Europe, American carrier air groups remained nearly fifty percent biplanes, with Grumman F3F fighters and Curtiss SBC scouts. Monoplanes had only arrived two years before, with Douglas TBD torpedo planes and Vought SB2U or Northrop BT dive bombers. The first monoplane fighters, Brewster F2As, entered squadron service in spring, 1939.



**Curtiss SBC-4 Helldiver**

Meanwhile, tailhook aviators reveled in their profession, absorbing new equipment and refining operating techniques. Probably the most significant prewar year was 1937, when carrier air groups obtained their first monoplanes: Douglas TBD torpedo bombers and Vought SB2U scout-bombers. In 1938, the Navy purchased its last biplane, the Curtiss SBC Helldiver, a two-seater with an 850hp Pratt & Whitney radial engine.



**Douglas TBD Devastator**

## “A Time of Brilliance: 1927 – 1941” –continued

Lt. (jg) Charles D. Griffin, a future four-star admiral, flew SBCs from the USS Enterprise. He recalled, “SBC-3s had retractable landing gear, constant-speed propellers and were very, very fine aircraft. It was the last of the aircraft that you had to crank the wheels up and down, and it took 54 cranks to get the wheels up. Of course, it was a lot easier getting them down. But taking off in formation from a field – you could see these aircraft that were wobbling all over the sky because the pilot was cranking the wheels up.

From there on (SBC-4s) we had hydraulic power to raise and lower the wheels.”



**Boeing F4B-4 Navy Fighter at N.Y.'s Floyd Bennett Field in the 1930s**

In the early '30s carrier aviation had proven itself and its future. With capable, reliable aircraft from Boeing, Curtiss, Douglas and others, a doctrinal shift took over. Rather than augmenting the scouting fleet mainly composed of fast cruisers, carriers demonstrated increasing offensive capability. Dive-bombers and torpedo planes and tactics steadily developed.

When Germany invaded Poland in September, 1939, the U.S. Navy's strength was weighted towards the Atlantic, with four of its seven carriers on the East Coast. By then the USS Langley had been converted to a seaplane tender, leaving the USS Lexington, USS Saratoga and USS Enterprise in the Pacific.

But Naval Aviation was far more than carriers. Patrol squadrons had made do with biplane designs from the beginning, epitomized after the Great War by the trans-atlantic NC-4. But even greater range was desired, especially in the huge expanse of the Pacific. The Navy wanted patrol planes capable of self-deploying from the U.S. to Hawaii, Alaska or Panama; or from Hawaii to the Philippines. During the 1930s, Consolidated produced in 1936 the PBY, a combination patrol bomber / seaplane. Eventually christened the Catalina, the high-wing, twin-engine flying boat would serve for more than a decade.

Despite the two-year war (1939-1941) in Europe, the U.S. Navy was forced to pay increasing attention to the western horizon. Japan's decade-long aggression in China and Manchuria drew increasing criticism in America, leading to

a 1941 trade embargo that heightened tension between Washington and Tokyo.



**Consolidated PBY Catalina Patrol Bomber**

Additional Naval Aviation assets arrived at almost literally the last minute. In late 1940, the Douglas SBD Dauntless scout-bomber arrived in fleet squadrons, as did the Grumman F4F Wildcat fighter, along with the Grumman TBF Avenger torpedo bomber. All would be critically needed far sooner than was expected at the time.



**Douglas SBD Dauntless**



**Grumman F4F Wildcat**



**Grumman TBF Avenger of VT-19 squadron, the late Don McMillan's old outfit on the USS Essex.**



# Friends of the Museum Newsletter



**Commemorative Air Force**  
**455 Aviation Drive, Camarillo, CA 93010**  
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[www.orgsites.com/ca/caf-socal/](http://www.orgsites.com/ca/caf-socal/) [www.cafsocal.com](http://www.cafsocal.com)

May, 2011

## CAF Pilots Star in Movie “Battle of Britain” – 1968



Four CAF Colonels in Luftwaffe uniforms during filming of “Battle of Britain” are (left) Gerald Martin, Lefty Gardner, Connie Edwards, and Lloyd Nolen.

*The article serving as the basis for this newsletter was taken from “The Ghost Squadron of the Confederate Air Force,” Taylor Publishing Company, 1975*

Dear Friends of the Museum,

Our Battle of Britain day was a resounding success!! Nearly 500 people showed up, many from British clubs. Also, there were a number of British cars. The program featured several speakers, some giving first-hand experience. And what a sweet sound to hear the Griffon engine of our Spitfire flying overhead!

Keep an eye out for notifications of future events – such as special days to honor our fighters; the wine-tasting event in July; and the Oktoberfest. And be sure to put the “Wings Over Camarillo” air show on your calendar – Saturday and Sunday, August 20 and 21.

Please pay us a visit soon. I’ve enjoyed meeting a number of you at our Aviation Museum, and am so pleased you’re as passionate about our Museum and aircraft as I am!

Ceci Stratfird  
CAF So Cal Wing  
Friends of the Museum Coordinator

During the filming of the motion picture "Battle of Britain," in 1968, Col. Lefty Gardner flew a British Spitfire Mk IX and Cols. Gerald Martin and Lloyd Nolen flew German Messerschmidt Me-109s, along with Spanish Air Force pilots Jose A Mingot and Jesus Trujillo.

The filming was primarily at the Spanish Air Force Base at Tablada. The film depicted famous battles that occurred over England during the summer of 1940 between British Spitfire and Hurricane fighters and the Luftwaffe's Me-109 fighters and Heinkel He-111 bombers.



**Heinkel He-111 bombers lined up at Tablada Air Base. A total of 25 were used in the film.**

The CAF pilots attempted to show great confidence during their inspection of the Me-109s, but exchanged horrified glances. They soon learned that there were no taxiways or runways – just a large sodded field. The grass was kept mowed regularly by a herd of two thousand sheep!

They found the Me-109 to be a very strange airplane. It was much smaller than expected, with a small, cramped cockpit and extremely poor visibility. There were very few automatic devices built into the systems. The flaps were rolled down by hand with a wheel operated by a bicycle chain. The master switch was an unmarked piece of wire to the right of the seat, which was pulled to actuate. There was no rudder or aileron trim control.

In an American aircraft, the pilot places his heels on the floor and operates the rudder pedals with his toes, with action by flexing his ankles. In the Messerschmidt, his feet are placed in stirrups with straps across the toes which operate a rudder bar, like bicycle pedals, with action from the knees.

And the Me-109 had no forward visibility; the altimeter was in meters, the air speed indicator in kilometers, the

fuel in liters, and the manifold pressure in strange decimals; the cockpit was very cramped, even for a short pilot; and the landing gear's spread was narrow, and the wheels canted. Gardner and Nolen found later that the Me-109 performed rather well, even on the sod field. Although, when they moved to a modern San Pablo Air Base with concrete runways, the Me-109 became a demon!



**Me-109s ready on the flight line at Tablada**

The 109's seat was not easily adjustable, and even the smallest pilots found the canopy, which weighed 60 pounds, resting on his head when it was closed (with great "finality"). The entire airplane gave the appearance of a fourteen-hundred-horsepower fighter designed in 1935, with little modification over the past 28 years...which it was.



**Here's Lloyd Nolen in the cockpit of one of the Me-109s. Note the heavy canopy. You'll have to take off that cowboy hat before you pull the canopy down, Lloyd!**

Filming was originally scheduled to begin in the spring of 1967. However, following numerous delays, production finally began in February, 1968. Contracts had been signed with the production company for the lease of the CAF's Mk IX Spitfire for use in the film.



**Messerschmidt Me-109s flying formation in the film**

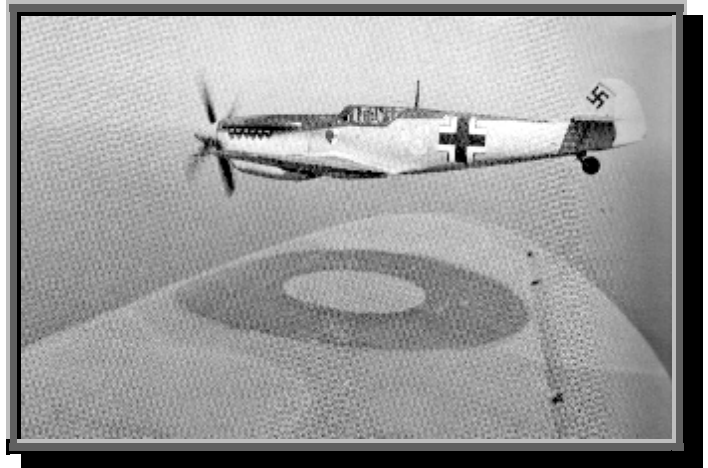
The sixteen Me-109s had been divided into four formations of four planes each. As each flight of four became more proficient, they would join other flights until finally all sixteen aircraft were flying in one formation of four elements.

During the practice period, the men who had actually commanded the fighters and bombers during the Battle of Britain in 1940, for both the Luftwaffe and the Royal Air Force, arrived in Seville to assure that the flying was as authentic as possible. General Adolph Galland, who had commanded all fighter forces on the western front for the Luftwaffe, was on hand as advisor for the Germans. Group Captain Robert Sanford-Tuck, who had served in the same capacity for the RAF, was serving as British advisor. Col. Brusteling and Col. Frodl, who had commanded various units of Heinkels during the bombing attacks on England, were there to represent the Luftwaffe Bomber Command.

When Lefty Gardner and Gen. Galland met for the first time, it was mentioned that Gardner had been a B-17 pilot with the 8<sup>th</sup> Air Force. Galland replied that this, in fact, may not have been the first time they had met. Lefty agreed.

On some days, when the flying sessions were short, and gas was not at a minimum, there were some outstanding dog-fights on the way back to the base. Following the day's shooting, the Spitfire pilot (usually a CAF pilot) would attempt to intercept his buddies in the Me-109s on the way home.

Many of the large-scale film missions involved as many as forty-two aircraft in the same flights. Each day, following the last flights of the Heinkels, smaller groups were assigned to fly special missions in conjunction with the camera plane (a B-25). Several Heinkels and one Me-109 had been equipped with smoke generators to simulate engine fire.



Following filming 50 miles out over the Atlantic, an Me-109 is shot from its adversary, the Spitfire Mk IX, with Connie Edwards in the cockpit of the Messerschmidt and Lloyd Nolen piloting the Spitfire (and photographing).

Flying the filming sequence, in a bright blue sky with light cumulus clouds around, and with the strangely beautiful formations of Me-109s swinging over and around the Heinkel bombers – and with the Spitfire IX chasing through the formations – all this made the pilots feel as though they were in another time and place, re-living something that happened long ago!

During the intermittent rain delays, the Spanish pilots broke out guitars and wine, and the time was enjoyably spent. The greatest camaraderie came when CAF's Gerald Martin picked up a guitar and entertained the entire Royal Aero Club for an hour and twenty minutes with renditions of "The Strawberry Roan" and "Moon River" – among other songs.

The German uniforms worn by the CAF pilots (see cover) precipitated much clowning around – with goose steps, "Heil Hitlers," etc., with the Spanish mechanics enjoying the fun.



**Cols. Nolen and Martin with advisors Group Capt. Sanford-Tuck and Gen. Adolph Galland.**

# COMMEMORATIVE AIR FORCE SOUTHERN CALIFORNIA WING

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