

Flight Line

The Official Publication of the CAF
Southern California Wing
455 Aviation Drive, Camarillo, CA 93010
(805) 482-0064



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Congrats to Santa Paula Airport on their 85th.



© Photo by "Uncle" Dan Newcomb

We've always had beautiful "pin-up girls" in our Wing! Here are some of the latest (from left): Cadets Emma McNay, Rae Ridgley, and Nicole Carner. Our Hellcat never looked so good!

**Wing Staff Meeting, Saturday, September 19, 2015 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.

September 2015

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

<u>STAFF AND APPOINTED POSITIONS</u>	<u>IN THIS ISSUE</u>
Wing Leader * Ron Missildine (805) 404-1837 wingleader@cafsocal.com	Wing Calendar 2
Executive Officer * Steve Barber (805) 302-8517 exo@cafsocal.com	Staff and Appointed Positions. 2
Adjutant * Janet Rizzoli (805) 441-7529 adjutant@cafsocal.com	Wing is Expanding Facilities 3
Finance Officer * Paul Willett (818) 469-8480 finance@cafsocal.com	Photo Page I 4
Operations Officer * Jason Somes (818) 292-4646 ops@cafsocal.com	How to Share Aviation 5
Maintenance Officer * Mike Perrenoud (805) 857-5580 maintenance@cafsocal.com	Just Another Week at CMA 6
Safety Officer * Gene O'Neal (805) 383-9485 safety@cafsocal.com	More Just Another Week at CMA 7
Museum Manager (Vacant) museum@cafsocal.com	2 nd Lt Glenn Goodrich 8
Gift Shop Manager Holly Barber giftshop@cafsocal.com	Wing's Air Show Schedule 10
Public Info Officer Pat Brown (805) 479-2221 pio@cafsocal.com	Safety Corner 10
Public Info Officer Michael Greywitt (805) 908-1548 pio@cafsocal.com	Introducing Peggy Bassett 11
Film/Event Manager La Tanya Barber (805) 302-8136barber.latanya@gmail.com	3-Carrier Swap 12
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Facility Officer Dick Troy (805) 404-3311 Konvair@aol.com	The Unstoppable Pat Brown 16
Personnel Officer Shirley Murphy (805) 504-6744 sdmurphy@verizon.net	Photo Page III 17
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Training Officer Dan Newcomb (661) 301-2354dannewcomb3@gmail.com	Wing Staff Election Notice , 18
Collections Manager (Vacant)	
Newsletter Editor Dave Flood dmpflood31@gmail.com	
Newsletter Production Casey de Bree (805) 205-0494 scdebree@aol.com	
Webmaster Bill O'Neill (805) 495-4915 scwairshow@aol.com	
Librarian Jim Hinkelman (805) 581-5520 (no e-mail)	
Displays/Artifacts Mgr. Charlie Carr (415) 812-3317 charlescorycarrjr@yahoo.com	
HANGAR PHONE (805) 482-0064 HANGAR FAX (805) 482-0348 WEBSITE www.cafsocal.com E-MAIL admin.cafsocal.com	Submittal Deadline - 15th of the month Southern California Wing 455 Aviation Drive Camarillo, CA 93010-9501

* Denotes Staff Position

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CAF So Cal Wing Expanding Facilities at Camarillo Airport

by Mike Greywitt, PIO

Construction is underway on a new, 32,800 sq. ft. hangar complex, part of a multimillion dollar plan by the Commemorative Air Force Wing to develop a modern aviation museum that will attract more U.S. and world visitors to Ventura County – wanting to see its historical archives and flying fighter, bomber, training and other aircraft on display.

The Wing has run out of space in the current CAF complex, built fourteen years ago, consisting of maintenance/restoration hangar and an adjoining museum/special events hangar.

Concrete has been poured and cured, and steel framing has been erected at the site just west of the current hangars. The steel was delivered to the site in mid-July on trucks coming from Visalia and Texas. The new hangar was engineered, manufactured and specifically designed for our site by Butler Buildings.

All the construction permits and processes needed were approved by the Ventura County Department of Airports, the County Board of Supervisors, the City of Camarillo, and other county, state and federal agencies before the grading of the property began.

One key element of the expansion plan is a CAF Wing 30-year leasing agreement with the Department of Airports. It insures the aviation museum complex will remain at Camarillo Airport for years to come.

Final signatures on that new land agreement occurred in January, when CAF National President Stephan C. Brown flew in from Dallas to join So Cal Wing Leader Ron Missildine, Executive Officer Stephen Barber, Sr. and Director of Airports Todd McNamee and his team.

The agreement also involves a lease-land swap with Camarillo Chapter 723 of the Experimental Aircraft Association. The EAA wanted to give up its land, old office building and hangars next door to the CAF. In the exchange, the EAA gets new offices, a new hangar, and is leasing facilities in the new CAF Annex. The old EAA buildings were torn down and foundations removed to make way for the new hangars.

“It was a win-win situation for the two non-profit aviation groups, the county and the city,” said CAF So Cal Wing Executive Officer Stephen Barber. Sr.

Barber also thanked the Wing’s generous donors, volunteers who helped with their time and money; and also gave kudos to the design and construction teams, led by Camarillo-based Construction Manager Walt Calhoun of Walton Construction, Inc., and architect Alex Semchenko of ADS Group Architects of Ventura.

The new hangar complex provides the Wing with much-needed space for parking and displaying aircraft and museum historical artifacts.

The next phase of the Wing’s expansion program, says Barber, shifts to fundraising and to completion of the eastern side of the Wing’s airport property.

“We plan to build a brand-new state-of-the-art, temperature-controlled indoor two-story aviation museum, with all-new exhibits, a theater, digital video areas, a restaurant with an outdoor viewing area of the museum, a hangar complex and a gift shop,” he said.

More information is available about the Wing on our website: www.cafsocal.com



© Photo by Ron Fleishman
Forms set on perimeter of hangar area for footings.



© Photo by Casey de Bree
We have a moisture barrier laid on.



© Photo by Ron Fleishman
Rebar network being laid.

September 2015 Photo Page I



© Photo by Casey de Bree

The site is now ready for concrete. Send in the trucks!



© Photo by Mike Greywitt

Pouring the periphery concrete and the “anchor” areas.



© Photo by Mike Greywitt

Here’s a look at the anchor areas where the steel columns will be bolted to the concrete base.



© Photo by Ron Fleishman

The extendable “preying mantis” crane pouring the concrete from the truck to the rebarred site.



© Photo by Ron Fleishman

Worker up to his ankles in concrete – smoothing it out. Note the finished concrete in the background.



© Photo by Casey de Bree

TA DA! And now we have concrete! After watering down the freshly laid concrete and giving it a little time to cure, the steel columns are ready to be bolted on and the steel framing to be assembled. It won’t be long now before we have hangars up and operating! Seeing is believing!

How To Share Aviation Scholarships - One Way Ceci Stratford Gives Back

August 5, 2015

By Dan Namowitz, AOPA: News & Video



Ceci Stratford – with her Piper Cherokee 180

Aviation has been good to you, and you want to give back. How do you say “thank you” in a way that opens doors, allowing others to reap the life-changing benefits you have enjoyed as a pilot?

Some pilots become active in local and national aviation groups, participating in activities that bring aviation within reach of those with the dream, and the drive to succeed.

Some pilots focus on one-on-one efforts, taking aspiring aviators up for introductory flights, mentoring new pilots, or writing letters of recommendation that help win that first job interview.

Another way pilots give back is by funding flight training scholarships—giving worthy applicants a leg up on a life in aviation, and helping general aviation stay strong.

Ceci Stratford, of Simi Valley, California, has chosen all of the above methods of securing aviation’s future, for a very basic reason.

"Aviation totally changed my life," she said in a telephone interview. "There was a complete paradigm shift after I got into aviation."

That is why, in 2015, for the third time, the Ceci Stratford Flight Training Scholarships will fund three awards. "Each new pilot ensures that general aviation will continue to serve our communities and pave the way to careers that many pilots aspire to," she said.

As if her personal philanthropy were not enough of an expression of gratitude for aviation’s pivotal role in her life, Stratford estimates that she has flown approximately 700 introductory flights for the Experimental Aircraft Association’s Young Eagles program. She mentors

individual pilots as they learn to fly or launch on aviation career tracks. When she was a new pilot, Stratford joined The Ninety-Nines, and remains a tireless champion of the organization’s initiatives to increase the ranks of women who fly.

Her efforts have earned Stratford both chapter and regional Woman Pilot of the Year [honors](#). Citing 40 years of stagnant statistics, she continues to make the case, and ask the question, "The need for women pilots is really important. Why aren't there more women pilots out there?"

Although many new pilots need financial support, and moral support, aviation’s sense of community is the true glue that binds the general aviation population together—and you will find Stratford playing a support role there too. She recently hosted a social gathering at "the big, beautiful hangar" she acquired "as a retirement treat" at California’s [Whiteman Airport](#), where she houses her Piper Cherokee 180 single-engine airplane, and where she learned to fly at the beginning of her life in aviation, now dedicated to making the dream a reality for a new generation of pilots. For information about how you can fund a flight training scholarship, contact the AOPA Foundation by [email](#), or call 301/695-2037.



Here’s Ceci – ready to take some “Young Eagles” off for a ride in her Cherokee.



Ceci, a long-time member of CAF-So Cal Wing, tightening the last screw in a PBJ-1J wing attachment.

Just Another Week at CMA: 7/19 – 7/25

© Text and Photos by Col. Dan Newcomb

We had a lot going on this past week at CMA. On the “good news” front, Trace and his crew went above and beyond – and, after weeks of hard work, our Mustang is back in the air and making money. She did a ride yesterday and will do one today. Another bit of good news is the huge progress being made on the hangar construction. Dozens of trucks poured hundreds of yards of concrete this week with more to follow in the next few days. Soon we will see steel going up.

In the middle of the week I had the privilege to be involved in the Special Olympics Event held at our hangar. Athletes from Saudi Arabia and New Zealand were hosted by The 99's and our wing. Lunch was provided. Demonstrations by Ventura County Fire and the Sheriff's Department were conducted. Our Docents led tours and our PT-19 (pilot Tom Wilson) and SNJ Bluebird (Ken Nishimura) performed flybys. Tom's high speed pass, 105mph indicated, to a 1.1 G break was breathtaking! Several of our cadets assisted with towing aircraft, setting up tables, ramp security and flight operations. The guests left around 3:00 p.m. and by 5:00 we had the hangar squared away, the dumpster filled with trash and all aircraft secured.

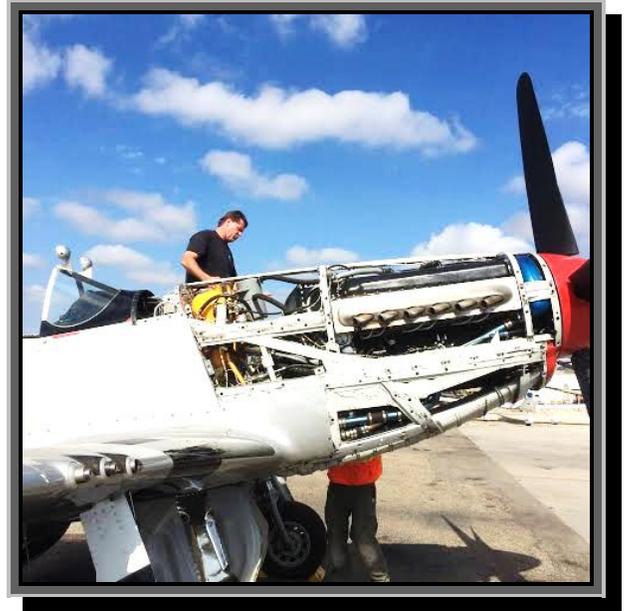
Yesterday we had a special event in our museum that required aircraft movement and ramp supervision as several vehicles came and went across our flight line. Once again we had a curious non-CAF person drive right in front of an operating aircraft and then drive onto our ramp to look at all of the pretty planes! I had airport security have a chat with the idiot. With the flight school operating six airplanes - coupled with normal flight ops and special events - we need all of our members to respect the decision that was made to limit access to the ramp. The wing leader has given me temporary authority over our flight ramp operations. Please help me keep things safe.

I want to thank Mike Hohls and Jon Ingoldsby for taking Docents and Cadets for plane rides yesterday afternoon. Mike flew the T-34 and Jon flew our PT-19. I believe each one of them did 4 sorties. These guys pay for this out of their own pockets! Gas is \$5.73 a gallon and the T-34 burns 15 gallons an hour.

One bit of “bad news” is that SNJ #290 needs a new engine. While checking for the source of an oil leak, it was discovered that the engine case is cracked. Four cadets have been assigned to Sib and Alex to assist in maintaining both SNJs.

The best news of the week, however, is that LaTanya is back from New York! Several folks have been holding the fort in the Events Department while she has been away.

Just another week at CMA.



...And Another Week At CAF-So Cal Wing: August 2 – 8, 2015

©Text and Photos by Col. Dan Newcomb

There was a lot of action during the week just past!



CAF-So Cal Wing's Ramp



Long lines of cement trucks finished the new hangar foundations and steel will go up next week!



The overhauled PBJ props were delivered last Thursday and will be installed next Tuesday!

Several of us are having great fun forklifting, hauling and dumping the wing's priceless collection of rust-collecting material (showcased over by the C-47) in preparation for our air show. Several of these unique items may now be viewed in Lloyd McAfee's trailer, the annex parking lot, or the Ventura County Land Fill.



On Thursday Joe Peppito and Gene O'Neal received the FAA/Charles Taylor Master Mechanics Award.



On Saturday we had a birthday party for Rae Ridgley, who turned 14 and got a Mustang ride. I think she liked it - but after 41 years of marriage, I still can't always be sure if a woman is happy.

Saturday was my birthday as well. I'm just a tick older than Rae (they needed a fire guard when they lit the candles). I didn't get a Mustang ride. After 41 years of marriage, my wife knows how to make me happy. Tri-tip BBQ (men are so easy) and a bottle of wine!

Just another week at CAF – So Cal Wing!



Happy Birthday, Rae and Dan!

Second Lieutenant Glenn W. Goodrich, Killed in Action, July 18, 1944.

Colleen G. Armstrong of Des Moines, Washington, contributes this account of the death of her brother, Ellensburg High School graduate Second Lieutenant Glenn W. Goodrich, in France in 1944, and how her family and the community of Longnes in Northern France remembered his sacrifice and heroism 60 years later. This story was originally presented to the Rotary Club in Olympia on November 9, 2005. This People's History comes to HistoryLink through the good offices of former Secretary of State Ralph Munro of Olympia.



2nd Lt. Glenn W. Goodrich

On December 7, 1941, when the Japanese bombed Pearl Harbor, I was five years old. My older brother Glenn William Goodrich was 19. He shocked the family when he announced that he wanted to enlist in the Army Air Corps. He did enlist and on June 3, 1942, received his private pilot's license in Wenatchee.

On June 6, 1942, he took his physical exam in Seattle and was listed as "Not Qualified for Appointment as Aviation Cadet." It seems his teeth were too crooked to hold an oxygen mask. That didn't stop him for long. General Arnold had a new project and needed several thousand volunteers: Gliders.

They were accepting anyone, including the milkman. Gliders were the newest instrument in our defense. If you had pilot experience you were classed in the A group. On January 20, 1943, he graduated in class 43-40 in Wickenburg, Arizona, in the Fifth Glider Training Detachment. Gliders didn't do the job as hoped, so Glenn and many other pilots were phased out.

Around this time the Army somehow decided to straighten his teeth and on December 5, 1943, he graduated in the class of 43-K -- Williams Field -- Chandler Arizona -- Army Air Forces Pilot School -- Advanced Two Engine -- P-38, along with many other distinguished young men.

June 14, 1944: he joined his comrades at Warmwell Airfield in England, right where he wanted to be. He would fly with the 429th Fighter-Bomber Squadron - or the "Retail Gang" as they were known. Their primary task was ground attack, strafing and bombing in support of advancing troops.



Glenn (top right) with pals from his 429th Fighter Squadron, 474th Fighter Group – Warmwell, England.

On July 18 - his fifth mission -- they were attacked by over 50 German fighters. Outnumbered 2-1, they destroyed 6 and damaged 11 enemy fighters. Only three P-38s were lost. Lt. Langstad of the 430th had lost his group and joined the 429th in an unusually wild dog fight with the German fighters. He saw Glenn's plane suddenly have trouble with the left engine. At about 1,000 feet altitude his ship caught fire and was witnessed with his ship in control pulling up in a right chandelle trying to gain altitude. He was last seen at 9:35 a.m. over Longnes, France. It would be nearly 60 years before any of his comrades would know what happened to him that day.

The French people of the town of Longnes tried in vain to communicate with my parents. They sent letters with pictures describing the crash and his funeral. Telling my parents how he had diverted his plane to avoid the center of a small village of La Forte on the edge of Longnes -- 40 miles from Paris. They shared their feelings for a hero. For reasons of their own that I will never understand -- my parents did not respond.

On April 11, 1945, the telegram arrived -- Killed In Action. In June, 1949 his body was returned to the USA for a final rest.

The last letter from Longnes, France, came to them in December of 1951.

Then all was quiet and my brother became a memory! What happened next still seems like a dream to me, but it is very real.

My grandnephew -- Graham Goodrich -- who was nine at the time and the grandson of my eldest brother had become interested in the P-38 aircraft. So interested that I think he knew every nut and bolt that held the ships together. One day in the fall of 2000 he shared with me that his Great Uncle had been a P-38 pilot in World War II. I still remember the look on his face when I told him his uncle was my brother. I think at that moment I became someone of importance.

I thought I should go through what little information I had about my brother to share with Graham. I found I had more than I realized. Armed with his serial number, squadron number, and flight group I went to the Internet to see if I could find any information about his unit or maybe even find someone that had flown with him.

Early in the morning on February 12, 2001, I stumbled onto a website for the 474th designed for people to post questions requesting information. This is what I found posted by a French man - Jean Pierre Duriez and dated November 15, 2000.

"I would like to obtain some information and a picture about: Glenn W. Goodrich - KIA in France 18/07/1944 at Longnes (near Nantes) when attacking railroad line from Paris to Cherbourg. One local historian of Longnes would like to publish an article in the local paper to remember this pilot."

My husband found me later that morning still crying buckets of tears. It seems a friend of Monsieur Duriez -- a Monsieur Georges Bailleui, a retired engineer, had gone to visit a former associate living in Longnes. He noticed on a monument in the center of the town square the name of an American pilot. The monument was erected to honor those locals who had died in World War II. He wanted to know more so he went to the mayor Madame Francois Bettinger, who brought down the town history records for him to read.



The base of the monument in Longnes' town square, including the name of Glenn Goodrich.

Not having a computer of his own he had turned to his friend Monsieur Duriez to help him. The two men had developed a hobby around finding downed plane sites and connecting the families or the pilots with the sites.

That day I shared the news with my nephew, Kent Goodrich, the father of the young man who had started this. After many more emails, Kent and his family flew to Paris and drove to Longnes. They were warmly greeted by the Mayor, Monsieur Bailleui, Monsieur Michel Lacoq, and Monsieur Roger Petit, the former mayor who was 15 at the time working in a field and actually witnessed the crash. When he returned he said "you have to go there and if you will go this summer I will take you." I could not say no.

So in August of 2002 I made the trip of a lifetime and went to the sight of my brother's crash 58 years earlier.

The town is over 1,000 years old. The church where they held his funeral even older. Against the wishes of the Germans, the French people risked themselves to go out at night and bring Glenn's body in for his funeral. They took me to their cemetery where they had buried him and mounded his grave with white daisies. When I noticed that in such a small and full cemetery his grave site was still empty, they explained that it would always remain so because he was a hero and the ground was hallowed.

We went to the crash site -- and walked up a road to about the center of a field. Monsieur Petit told me he saw the plane on fire at about 1,000 feet aimed at the small village of La Forte. The pilot stayed with the plane safely past the village turned it on its side and bailed out. By this time he was too close to the ground and the impact killed him. The plane was half buried in the ground. The barley in the field was high so his body was not found for three days. The Germans guarded the site while the plane burned. When they finally discovered his body they stripped it of all they wanted and left -- instructing the French people to leave it there. The dog tags were found separate so the French were able to identify the pilot as being Glenn W. Goodrich.

We continued correspondence with our new friends. They were very serious about maintaining my brother's memory. On July 18, 2004 -- the 60th anniversary of the crash - at 9:35 a.m. (on the day and the hour of his death) the people of Longnes held a service in my brother's memory. Because of health I was not able to attend, but Kent and his family went to represent Glenn's family and participate in the church service. The church service was attended by about 150 people, including a representative of the French government, the mayors of several surrounding villages, and about a dozen French veterans' groups all carrying flags. Many more people joined the group after the service to dedicate his memory with flowers at the monument in the square. As the "Star Spangled Banner" and "La Marseillaise" played, the mayor placed a bouquet of white daisies under his name, same as the flowers the villagers had laid on his grave 60 years before.

It was a cloudy day and the mayor was concerned it might rain for the dedication outside. However, just as the ceremony began the clouds opened overhead and there was a cross made with the high atmosphere contrails of two airplanes.

Before Kent left Longnes, Monsieur Lacoq told him he had a gift to give to Glenn's family. His father and his cousin had managed to salvage one of the .50 caliber guns from the wreckage of Glenn's plane. With the help of a retired customs agent, Monsieur Duriez and Monsieur Bailleui's son, who happened to work for United Parcel Service, the gun was shipped to us. We have since loaned it to the P-38 museum at March Field in Riverside, California.

In closing I'd like to read you a portion from Monsieur Lacoq's letter telling us that the gun had been picked up for shipping,

"I am glad to give it to you as a token of friendship and to show the respect we have for Glenn's action against Nazism and for France. Let me tell you that my father and cousin would have been happy to give to the USA and the Goodrich family. When you get it as a relic that has come through the years, it will be the achievement of a duty - a duty of memory."

May we all remember and honor our veterans as well as the French people of Longnes and LaForte who have honored my brother.



The people of Longnes, France, honoring the memory of 2nd Lt. Glenn Goodrich, USAAC, on the 60th anniversary of his death – July 18, 2004.

Editor's Note: We were fortunate to have the 474th Fighter Group in Reunion at our Wings Over Camarillo Air Show in August, 2011. Our own Col. Avery Willis, the contributor of this moving remembrance, was president of the 474th Fighter Group Association at the time.

Wing Air Show Schedule: 2015

Date	Place	Aircraft
Sept 25-27	Pt. Mugu NAS	All Fighters, Maybe PBJ

If you are planning on attending this air show, please call ahead to our Docent Desk – (805) 482-0064 – to get any updates, as sometimes there are changes in the schedule.



© Photo by Avery Willis
Members of the 474th Fighter Group, USAAC, saluting the CAF during their reunion in 2011 at the Wings Over Camarillo Air Show.

SAFETY CORNER AND PROCUREMENT NOTES

by Gene O'Neal

We got through the Air Show safely! That means that everyone was aware of all SAFETY issues and help look after the safety of each other. If you see something that is not SAFE, take action to correct it or stop what is going on. If you are working on the ramp, please keep your head on a swivel and be aware of everything around you. Please wear comfortable shoes, use sunscreen and drink lots of water. Your personal comfort and good health improves your safety. And please, no alcoholic drinks until you have finished all work for the day. Have fun and be SAFE.

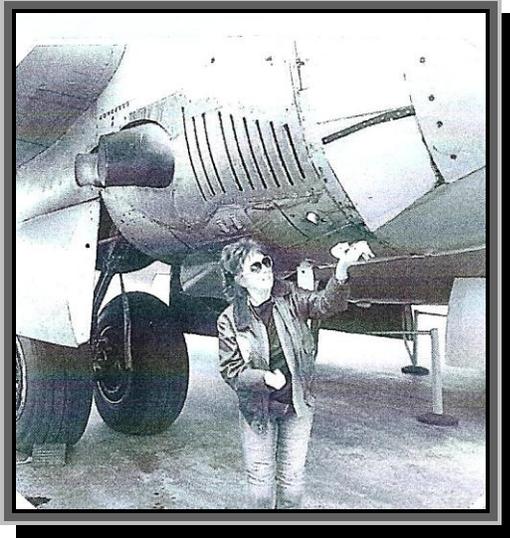
ALL ACCIDENTS ARE PREVENTABLE.

Procurement: If you open a new delivered shipment, please, please make a copy of the invoice if you need one and put the original on my desk. In many cases the vendor packs the invoice with the item and the vendor will not get paid if you hang on to the invoice.

We have new carpets at all our doors to help keep the areas cleaner. Please do not remove them or use them in other locations. We are all volunteers so do not be bashful about shaking the dust off of the carpets when they get dirty.

RECYCLE: We can all do better. There are still many cans and plastic bottles in the trash cans. That is money and you know we can use more money. What if we cannot afford toilet paper? So pitch and recycle before we get in that shortage. We have a can crusher and recycle cans and plastic bottles between the hangars. Please help by using them.

Introducing Peggy Jean Bassett



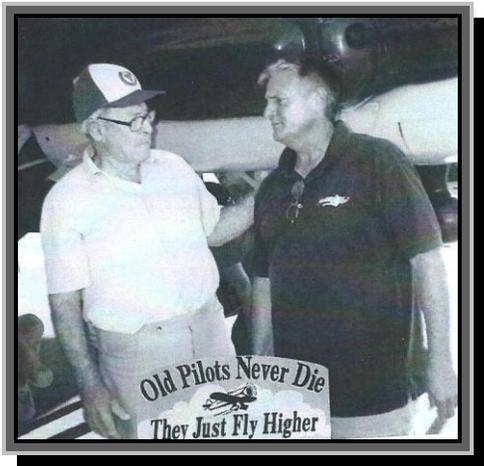
Peggy admiring the CAF's B-29 "FIFI"

I have attended the air show for the last five years, and took flight on the Executive Sweet each time – with my dad, Lt. Robert "Keith" Murchland of the 447th bomber wing, 321st squadron. He was a pilot of the B-25J "Ruptured Duck," flying out of Corsica. He is a survivor. "Keith" is 93 and looking great and strong. We will be at the air show this year, for sure, and looking forward to it with great enjoyment.

I also took flight in our CAF's B-29 "FIFI" when she visited – it was absolutely wonderful! My favorite part of the experience was listening to each of the four Wright 3350 engines warm up and smooth out. Wow!

I am a member of the 57th Bomb Wing Journal; Wings Over Wendy's; and, recently, CAF – So Cal Wing. I am an enthusiastic supporter of warbirds. I love them. I photograph them, frame them, and give the photos away to our veterans.

I thought the poem (see right column) would be appropriate for the next "Flight Line."



Peggy's dad "Keith" (left) with Dana Dorsey, pilot of the B-25 "Executive Sweet."

Majestic Warbirds



**Up and over the clouds they fly,
Majestic warbirds, queens of the sky.
Their engines singing out so loud,
Pilots and crews feeling so proud.**

**"Don't you just love their sounds so true?"
Engines of four, and some of two.
Single engines, too! Oh, my!
How fast across the sky they fly!**

**Liberators, Fortresses, Mitchells
And Superforts, too.
Lightnings, Warhawks, Thunderbolts,
Mustangs, to name a few.**

**Bombers, fighters, trainers and more,
Many ending up on the China Lake floor.
Pistons, cylinders, instruments and levers,
All of them designed so very clever.**

**"Rescue them, please" – these man-made machines.
To fly them again – many pilots' dreams.
Afficianados and enthusiasts all can envy
These "modern" warbirds – now renewed and friendly.**

**Peggy Jean Bassett
2015**



History made with 3-carrier swap Massive naval musical chairs will save Navy \$41 mil. Sailors serve on 3 flattops in 6 months



By **Jeanette Steele**, Aug. 5, 2015, *San Diego Union*



USS Ronald Reagan, a Nimitz-class nuclear-powered supercarrier, leaves San Diego Bay late Wednesday morning as part of preparations for a hull swap with the USS George Washington. — Nelvin C. Cepeda

Call it the Three Presidents Crew. In a historic game of naval musical chairs, sailors from San Diego's aircraft carrier Ronald Reagan will serve on three different flattops over the next six months.

The Navy is saving \$41 million by doing a massive, complicated crew swap involving 9,000 sailors and the carriers George Washington and Theodore Roosevelt, in addition to the Reagan.

At the end, the U.S. Navy will have a new face in Asia, and an American aircraft carrier will enter a mid-life nuclear overhaul that was at one time uncertain.

Also, San Diego will have a new hull number on its skyline – CVN 71, affectionately known as “The Big Stick” as an homage to the 26th U.S. president, namesake Theodore Roosevelt.

It's the first time ever that three of the Navy's 10 active-duty carriers have changed home ports all at once. “It's pretty hard to do something that's never been done before in the history of the Navy,” said Spike Call, the Reagan's command master chief. “We're getting an opportunity to do that, and that's special in itself.”

But it'll take some doing.

Step 1: The George Washington will arrive in San Diego on Monday. It left its home in Japan in May for the trip eastward and some regional exercises. Look for hull number 73. It hasn't been seen in these parts since August 2008.



CVN-73, the USS George Washington, arriving at North Island, San Diego Bay, on August 10, 2015, for eventual participation in the Navy's 3-carrier swap.

Step 2: The majority of the GW and Reagan crews will swap ships during a turnover period at North Island Naval Air Station piers.

Step 3: The Reagan will depart San Diego in late August and sail west toward its new home in Yokosuka, Japan, headquarters of the U.S. Seventh Fleet. On the way it will do a short deployment, arriving in Japan in the fall.

Step 4: The GW will sail around the tip of South America toward a shipyard in Newport News, Va., where the 23-year-old flattop will begin a mid-life nuclear overhaul.

Step 5: In late fall, the Theodore Roosevelt will end an around-the-world trip by sailing into San Diego Bay, its new home. This is the first time -- ever -- that hull number 71 will be part of the San Diego skyline.

Step 6: The Roosevelt's crew will fly home to Virginia, to shepherd the George Washington through its period in the shipyard.

And, finally, Step 7: In late December and January, the Reagan's original crew will fly home to San Diego to man the Roosevelt. About two-thirds of the San Diego-based crew of the Reagan will remain stationed here, after the carriers reach their final homes.

About 1,400 Reagan sailors will be members of the “Three Presidents Crew” that did back-to-back stints on all three. This carrier roulette is especially noteworthy because -- for the first time since 2007 -- no U.S. aircraft carrier will be on duty in the Persian Gulf for up to two months this fall. The timing is significant in geopolitics.

Jets from the Roosevelt have been delivering airstrikes against the jihadist group Islamic State, or ISIS, in recent months. The nominee to next lead the Navy, Adm. John Richardson, last month told the Senate Armed Services Committee that the lack of a carrier in the Gulf will be a

“detriment to our capability.” However, he said that land-based aircraft will help fill the gap.

Vice Adm. Mike Shoemaker, the Coronado-based commander of naval air forces, said the sea service is playing catch-up on maintenance after a busy decade or more. Carrier deployments have stretched to nearly 10 months, instead of the typical half year.



F/A-18 Super Hornet of VFA-213 flies over USS Theodore Roosevelt (CVN-71) “Big Stick” – Gulf of Oman.

The demand for two carriers at once in the Persian Gulf during 2011 and 2012 took a toll on the nation’s fleet of 10 flattops.

“That demand signal essentially wore out the carrier fleet,” Shoemaker told the Union-Tribune this week.

The Virginia-based carrier Eisenhower is in the shipyard nine months longer than planned. When maintenance workers opened her up, they found more problems than expected. Furloughs among shipyard workers didn’t help the schedule.

“We learned our lesson here on Eisenhower, but her delay contributed to the number of carriers we could rotate through,” said Shoemaker, who added that he thinks the Navy has now “turned the corner” on keeping up with maintenance.

Part of the carrier calculus also involved delicate diplomacy with Japan. For example, the United States couldn’t station the aircraft carrier Truman in Yokosuka. Some Japanese are already touchy about the U.S. military footprint -- particularly the nuclear presence -- in their country. A warship named after the president who ordered atomic bombs dropped on Japan in World War II would likely cause tension.

The Navy was close to losing a carrier. For a time in 2014, the \$4 billion tab to refuel the George Washington’s nuclear core was caught up in the political debate over

how to handle the deep budget cuts known as sequestration. The overhaul requires four years of work.

“That’s a stress on the force that I’d rather not have to worry about,” Shoemaker said.

The nation’s newest aircraft flattop, the \$13 billion first-in-class Ford, is slated to be delivered in the spring. With the “Three Presidents Crew” maneuver, the Navy is saving an estimated \$41 million by allowing the majority of the three carrier crews to remain stationed in their home ports.

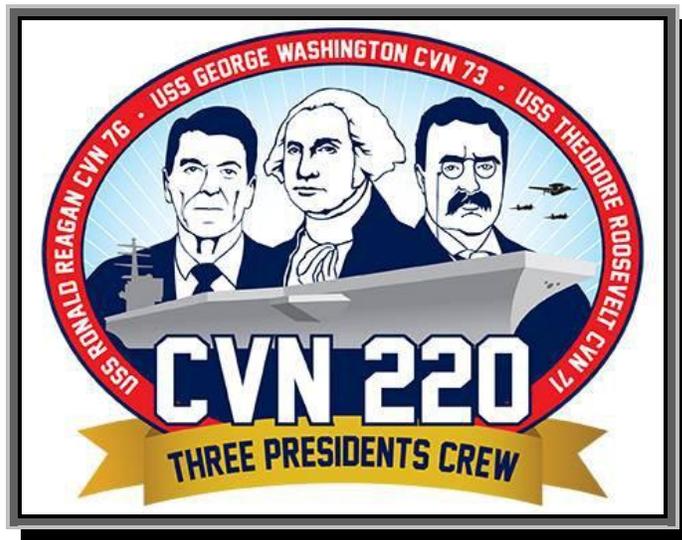
Otherwise, taxpayers would have to cover the cost for a Ronald Reagan sailor -- and dependents -- to move from San Diego to Japan, for example.

Only the nuclear departments and the command staffs will stay with the carrier they started on. Shoemaker said that each nuclear reactor is different enough that Navy brass wants continuity there.

For the sailors who will be hull-jumping, these will be busy months. But there’s a “wow” factor. “It’s a ton of work -- much more work than we would normally do on an aircraft carrier,” said Call, the Reagan’s top enlisted sailor. “So many things that have to go right, and there are so many people working incredibly hard to make sure it goes right.”

Some wags came up with the label CVN 220, adding the hull numbers of the three carriers. That’s because the sailors usually identify with their ship. But this crew will be hopping between carriers and ship captains -- becoming almost visitors in their own work spaces.

“CVN 220 gives us an identity. We know we are a force multiplier for the Navy,” said Reagan public affairs officer Lt. Cmdr. Lara Bollinger. “We are taking the helm of our experience and making it the best it can be.”



Marines Say Costly F-35 Jet Fighter Is Finally Ready

Purchase of Lockheed Martin's aircraft will cost Pentagon almost \$400 billion over 30 years

By Doug Cameron , *Wall Street Journal*
Updated July 31, 2015



Marines and sailors aboard the USS Wasp refueled an F-35B fighter during testing in May.
Photo: US Marine Corps/Reuters

The U.S. Marine Corps on Friday said the F-35 Joint Strike Fighter is finally ready for combat, a milestone for the world's most expensive weapons program and one that is likely to shift debate to the jet's capabilities.

The announcement by Marine Corps Commandant Gen. Joseph Dunford comes almost 14 years after [Lockheed Martin Corp.](#) beat out [Boeing Co.](#) for [the F-35 military contract](#), with the Pentagon planning to spend almost \$400 billion to develop and buy more than 2,400 jets.

The declaration of initial operating capability, or IOC, means the first squadron of 10 F-35B jets based at Yuma Air Force Base in Arizona can now be called up to fight. There was a final assessment of their operation, maintenance and training readiness earlier in July. The first aircraft aren't scheduled to be deployed overseas until 2017, when a squadron is due to be stationed in Japan.

The F-35B model is the most expensive of three versions of the jet being developed, with the latest models costing around \$134 million each. They can take off and land from short runways or vertically like a helicopter.

The F-35 is entering the fray more than four years late, and costs have spiraled to twice their original estimate, which has made it the subject of debate and criticism. The Marines' move is expected to push supporters and critics alike to focus on the jet's capabilities rather than just its cost.

Mandy Smithberger, a director at the Project on Government Oversight, said the Marines were determined to meet their July target even if the plane wasn't fully ready. "We don't think this is a genuine IOC," said Ms.

Smithberger, whose watchdog group has been a critic of the F-35 program.

Ms. Smithberger said the arrival of the first combat-ready jets will allow the plane to be compared more realistically to the planes it is due to replace, including the F-16 and A-10 Warthog. "Does the F-35 do this as well or better than what we're throwing to the boneyard?" she said.

Critics have pointed to the F-35's mixed performance in air-to-air combat tests with other jets, though the Pentagon has said this isn't its main role. There are also concerns that the absence of a gun, which won't be ready until 2017, limits the plane's ability to protect ground troops.

The Marines said the F-35B will enter service without some other features they had wanted from the start, including the ability for the jets' sensors to communicate properly with other planes. A more advanced pilot helmet with improved night vision also isn't ready. However, the Marines said the F-35 is still a huge improvement on its existing, aging jet fleet.

"I'm very confident I could send them to any place in the world," Lt. Gen. Jon Davis, the Marines' deputy commandant for aviation, told reporters earlier this week. The F-35Bs can carry a limited range of missiles and bombs, and he said the gun wasn't a problem as other jets will provide that type of support for ground troops until all of the F-35's planned weapons are available.

As part of the project, the Pentagon plans to replace hundreds of older planes over the next 30 years. The Air Force expects to declare its first batch of F-35s combat ready next year, with the Navy following in 2019.

[Northrop Grumman Corp.](#), [BAE Systems PLC](#), the Pratt & Whitney unit of [United Technologies Corp.](#) and [Rolls-Royce PLC](#) are also among the largest of [more than 1,200 suppliers world-wide](#) for the F-35 program.

The F-35's troubled gestation stemmed from the decision to have concurrent development and production, forcing Lockheed and its partners to go back and redesign parts of the plane when problems were uncovered. Development isn't expected to conclude until 2017.

Many thanks to Hank Allesio for passing on this piece, and to the *Wall Street Journal* for its use.



September 2015 Photo Page II : Cadets

© Photos by Dan Newcomb



Here some of our Cadets taking on one of the thankless dirty jobs, cleaning up spilled oil.



Nicole Carner using the forklift in that exotic job of getting rid of the trash. We will miss her when she leaves for San Diego State University—where she will be in the Navy ROTC program. She wants to be a Navy pilot. Fair skies, Nicole



Three "Cadet Amigos," checking out the innards of our P-51 Mustang.



One of the cadets making sure a rider in our SNJ-4 Texan "Bluebird" is strapped in o.k.



Often, the Cadets get rewarded for their hard work with a ride in one of our Warbird Ride Program planes!



Heeeere's Emma McNay, all wrapped up in her job! At least it's yellow tape and not red tape! Col. Dan Newcomb, who has directed the Cadet Program for about a year, will be turning over that job to Col. Roland Fogel. Kudos to Dan for a job well done.

The Unstoppable Pat Brown

by Col. Mike Greywitt

Her name is Pat Brown. She is one of the original founders of the SoCal Wing. She speaks up with opinions; is a great story teller; and can be considered a walking encyclopedia of Wing history. She has a heart of gold and saved much of the informational paperwork history about the wing in boxes, along with 35mm slides, and many news and feature stories. She is also a Docent.

Pat does many things for the Wing of which some volunteers are not aware. She can write news releases; do graphic advertising layouts; and deal with reporters who are looking for a story. Her talents go way beyond these...including sewing all the air intake plugs that keep dirt out of aircraft engines. These custom protectors are taken with all of the aircraft when they perform at airshows, or on static display in various cities throughout the year.



© Photo by Mike Greywitt

Here's Pat with samples of her newly-crafted aircraft intake plugs. Note the old, worn-out ones underneath. Just one of her many talents.

She also makes custom seat cushions for many of the aircraft, plus the heavy vinyl boots that go over the cockpit control sticks and other areas needing protection. In the museum, you will sometimes see her dusting off exhibits, cleaning some of the display cases, and sweeping some of the dust blown into the hangar off the floor.

During her "spare time" outside the Wing, Pat is our Ambassador to the Camarillo and Oxnard Chambers of Commerce, and attends many city council and other business meetings affecting various communities in the county.

She was "manning" our Wing's information booth again this year under the wing of the C-46 at the Wings Over Camarillo Air Show - with pamphlets, facts sheets and other information for the public about our Wing, its aircraft,

displays, and air show. Perhaps you got a chance to stop by her booth and say "thank you, Pat for all you do."



© Photo by Mike Greywitt

Pat doing her thing at our Wings Over Camarillo Air Show in 2014. She "wears many different hats" in our Wing.



© Photo by Mike Greywitt

Pat serving as our Wing's ambassador at the unveiling of the special CAF-So Cal Wing permanent display at the Way Point Restaurant's dedication of their "View Point" Park in honor of Camarillo Airport.

Editor's Note: Pat was also the first Editor of "Flight Line," and published the newsletter for many years.



September 2015 Photo Page III



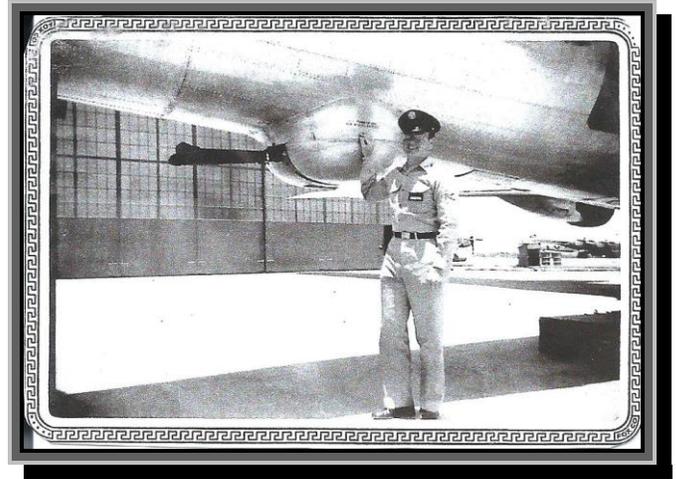
© Photo by Ron Fleishman
Our crack Yak 3 engine crew installing the Allison in the Yak's nose.



© Photo by Ron Fleishman
Here's the crew putting finishing touches on the Allison installation. We'll be flying the Yak 3 at air shows next season.



© Photo by Ron Fleishman
Here's the happy crew with a job well done. The Yak 3 is a Russian fighter that saw much action in WWII. It was particularly effective under 10,000 feet, and the Germans hated tangling with it. Ours is a replica.



A Reprise on Gene O'Neal's story (see page 18). Here's Gene as a young Air Force officer at Randolph AFB, San Antonio, TX in 1952. That's a B-29 gun turret he's caressing.



© Photo courtesy of Gene O'Neal
Here's Gene again – 63 years later - this time during his recent flight in "FIFI" – hasn't changed a bit!



© Photo by Ron Fleishman
Here's a "story-telling" circle at the Docents' Desk, with Paul Kleinbaum, Bill O'Neill, Len Canter, and Bob Cheveres trading war stories. The guy in the rear is saying: "Oh, no, I've heard this one before!"

My Latest Flight With “FIFI”

By Col. Gene O’Neal



I had another opportunity to fly with “FIFI” on tour. This time it was a week at Oshkosh; then over to Cedar Rapids, Iowa before the transition flight back to Fort Worth. It was a very successful trip with the usual long busy days and in this case very hot and humid weather. But getting tired and being wringing wet with sweat are just some of the rewards that go along with being able to fly in “FIFI.”

“FIFI” was well behaved and had no mechanical problems. We’d wipe her clean of oil after every flight so she always looks her best.

It is hard to express the feelings you get from the B-29 WW II and Korean War Veterans as they come out to relive their history. And the joy they express to be able to fly once again in a B-29 is a reward for all the flight crews.

The Veterans have so many interesting stories to tell. Their families and the general public really appreciate the opportunity to see and touch a real piece of history. The CAF really fulfills their mission to keep these old airplanes flying so the public can be educated about our history.

In my third year on tour, I now have 54 flights in “FIFI.” Never did I imagine that would be possible. I saw my first B-29s up close in 1952 at Randolph AFB, San Antonio, Texas.

As a new USAF airman, I was assigned to a B-29 operations office while waiting to go to Jet Aircraft Mechanics school. I typed crew training schedules. This was their final crew training before they went to Korea. Our flight line was full of B-29s and the sound of section takeoffs was awesome. At that time I never dreamed I would be able to fly as a crew member on a B-29.

Thank you CAF and “FIFI” for making this possible.

Wing Staff Election Notice

by Dave Flood

This year we will be voting for three Wing Staff positions – Wing Adjutant, Wing Operations Officer, and Wing Finance Officer – to serve for a two-year term from January 1, 2016 to December 31, 2017.

Our Wing Leader, Ron Missildine, has appointed Janet Rizzoli to be the chairman of the Nominating Committee, and she has added Casey de Bree and Robert Blair to fill the remaining two spots on the committee.

The election will be held on Saturday, November 28, 2015, and will be by written ballot. A ballot will be printed in the November issue of “Flight Line.” That issue will be published prior to October 28, 2015 – in order to give the membership at least 30 days notice before the voting date.

Results of the election will be announced at the Wing Christmas Party.

For descriptions of the duties and responsibilities of each of the three offices to be voted on – please consult our CAF Regulations, which will be posted on the bulletin board opposite the “O Club,” and will also be published in the October “Flight Line.”

We hope that a number of members will decide to put their names in nomination for one of the three positions. We urge you to consider serving in the important capacity of a Wing Staff Officer. We need forward-looking, hard-working members to step up and be willing to make the right decisions our Wing will need in the coming years so that we can continue to improve and progress into the future.

In the October issue of “Flight Line,” we hope to have a list of candidates, with biographies and photos, for the members to consider.

If you are interested in running for one of these positions to be open: Finance Officer, Operations Officer, or Adjutant, please contact:

- Janet Rizzoli - adjutant@cafsocal.com
(805) 441-7529
- Casey de Bree - scdebree@aol.com
(805) 205-0494
- Robert Blair - blairhouse1@gmail.com
(805) 658-0364

