

Flight Line

The Official Publication of the CAF

Southern California Wing

455 Aviation Drive, Camarillo, CA 93010

(805) 482-0064



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COMMEMORATIVE
AIR FORCE

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Let Us Give Thanks



Col. Joseph "Joe" Peppito
January 2, 1924 - October 20, 2015
May he rest in peace.
See pages 3 – 10 for a memorial to Joe

**Wing Staff Meeting, Saturday, November 21, 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.

November 2015

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
8	9 Museum Closed	10 Work Day	11	12 Work Day	13	14 Work Day
15	16 Museum Closed	17 Work Day	18	19 Work Day	20 Docent Meeting 3:30	21 Wing Staff Meeting 9:30 Work Day
22	23 Museum Closed	24 Work Day	25	26 Museum Closed Thanksgiving	27	28 Work Day Wing Staff Ballots must be received 12:00 noon
29	30 Museum Closed	Museum Open 10am to 4pm Every Day Except Monday and major holidays				

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Submittal Deadline - 15th of the month

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* Denotes Staff Position

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Joe Peppito: In Memoriam



Joe Peppito with his lovely wife Marge. They had been married for over 69 years. Our Wing's sincere condolences go to Marge and her family.

Joe Peppito was born in Brooklyn, N.Y. He graduated from the Manhattan High School of Aviation, and worked for the War Department at Wright-Patterson Field & Topeka AFB – 1941-1943. Joe joined the USAAF, and served from 1943-1946 – at Eglin Field Proving Ground Command in Florida, where he worked on what was to become his favorite aircraft, the Republic P-47 Thunderbolt. He also served at Maxwell Field, going to B-29 Flight Engineer School.

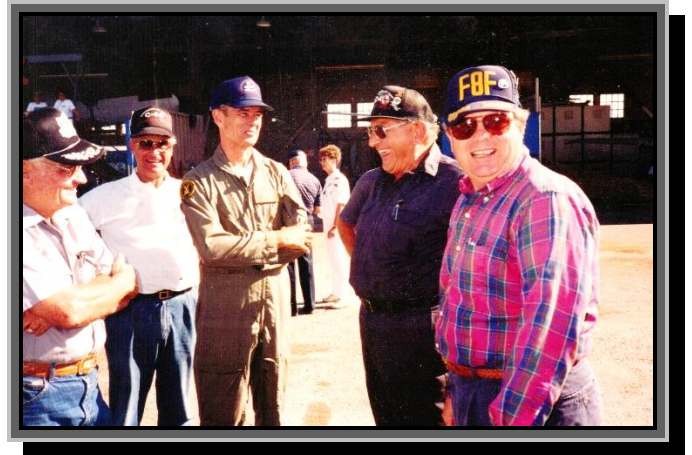
After his stint in the Air Force, Joe went to the Roosevelt Aviation School and earned an A&E License. He worked for TWA – Chicago's Midway Airport; John Wilson Cessna Dealer – Northbrook, IL; American Airlines – Chicago Midway Airport & L.A. Airport; North American Rockwell (F-86, F-100) in logistics & documentation; Rocketdyne – rocket engine documentation for the Mercury, Atlas, Thor and Saturn Programs, and was Logistics Manager for the Saturn SII Stage, Apollo, and Shuttle Vehicle.

Joe has been the Wing Leader of the SoCAWing (1999-2002) and was the Wing Maintenance Officer (1983-1998 and 2007-2010). He has been the Crew Chief of our SNJ-4 #N6411D and the Wing Stock Room Manager.

Joe has also been our Wing's Training Officer, and has done great work with our cadre of Wing Cadets for several years.

All told, Joe has amassed seventy years of aircraft and aerospace experience on his resume. He has been invaluable to our Wing since almost its beginnings.

He had been married to Marge for 69 years, and they have four children, ten grandchildren, and fifteen great grandchildren.



Joe, 2nd from right, in the early days of our Wing – on the day our Bearcat arrived at CMA. Lefty Gardner is at left, and Steve Barber, Sr. at right.



Joe was the guiding force in the complete restoration of SNJ-4 over a seven year period.



Joe has taken a number of our Cadets under his wing, and has inspired some of them to go further with a career in aviation. Here Jennifer Bauman and her sister Jessica are intently watching as Joe makes a point in a class on riveting.

Remembering Joe...



For Marge, from Trace Eubanks & the P-51 Mustang Crew

Joe Peppito was the first person my son Chris and I met when we initially visited the CAF - and was our inspiration for becoming members. Over the years we learned that a box of glazed doughnuts always promised a "Peppito Smile" and a good story about his experiences in WWII. Thanks for those memories Joe!

Trace and Chris Eubanks

+++++

I realize as the tides of time continue, and we have to accept that life is not eternal. Joe was a lovely man , I'm sure we'll never forget that. I can still see Bill Main, Joe , and my Dad drinking coffee in the cage from a somewhat weathered coffee maker. ... Dad never drank coffee, but Joe's was something special.

I hope that I get to experience the bond that they had. They were known to have told a thousand stories , and, in doing so, they contributed to the history which we hold for their generation's young bravado . I hope it doesn't go forgotten. "Lest we forget."

I feel very honored to have met and known him. Shaking hands with Joe was like holding 2 lbs. of Italian sausage... and always the first words were..." How's your Dad?" What a lovely man!

Please pass this on to his family for us as this is the passing of a generation that will never be replaced... Joe, ... Dave Long ... Charlie ... Chuck... Les.... Bill.... You guys did a wonderful job.

I hope our grand kids understand the sacrifices that these young upstarts did for us all.

I think a little drop of red wine and any other libation is appropriate right now.

Chin, chin.you heroes!

Colin Bedding

+++++

I only knew Joe for several years, but during that time we had time to share stories about his career and sit on the benches outside the open hangars. He would test my memory to see if I was getting old, was always kind and looked forward to reading the weekly Calendar of Events the PIOs distributed to everyone at the wing.

I remember his 90th birthday at the wing. He was so proud of his wife and family who were there and his son Howard.

I went over to say hello to Howard, and to my surprise, discovered he was a Northrop Grumman coworker I hadn't seen in about 20 years when we both worked at the company's Ventura Division in Newbury Park on target drones, cruise missiles, decoys and unmanned vehicles.

Joe was proud to receive the FAA certificate of Master Mechanic for all his years of service to the military, airline industry, civilian aviation and the SoCal Wing.

Mike Greywitt, former Co-WING PIO

+++++

Joe was an inspiration to me when I joined the CAF in 1981. His knowledge and helpfulness came forth when I landed my SNJ on the beach in 1985. If not for Joe we would have salvaged the aircraft . His "NO PROBLEM" attitude resulted in the SNJ again flying in support of the CAF / So. California Wing.

Joe was a mentor to me. He recommended me for my A&P license and nominated me as a member of the CAF General Staff.

Saturday breakfast at "Cronies" will not be the same without Joe and his 30 year standing order of Hot Cakes. We will miss him greatly.

Bob & Georgia Thompson, Crawford CO.

+++++

Remembering Joe will take a lifetime. Joe was the first person to adopt me into the CAF. I met him working on the elevators for China Doll. Before I knew it, I was unbolting parts of this historical aircraft with the plans of restoring it. Joe never let me forget the significance of China Doll, the aircraft our wing started with 35 years ago..

It wasn't long before Joe recruited me to help out with the Cadet program and to establish training classes pertaining to WW II and the Wing's aircraft. We had a great time together, working with the young cadets and telling stories of Joe's time working on the P-47 Thunderbolt.

Joe may have had a few rough edges, but his goal was always good solid aircraft maintenance and flight safety. He was always fun to work with and it was my privilege to have shared the past four years with him. I will miss him for a lifetime.

Jim Stirone

Remembering Joe - continued...

33 years of devotion to a single purpose.
33 years dedicated to the preservation of a single motto.....to "Keep 'Em Flying".

Joe, you have left a huge hole in our hearts and in our minds.

God speed old friend.....we'll miss you

Jack 'n Jo Brinckerhoff

+++++

If it wasn't for the fact that Joe asked me to join the CAF in the spring of 2003, who knows how long it would have taken me to join. Rest in peace Joe.

Dan Cuvier

+++++

I have many thoughts and things to remember about Joe.

One thing is that my CAF Colonel number 9448 and Peppito's is 10448, just one thousand more, which means he came to be a CAF member not long after I did.

Many of my early days with the So CAL Wing were spent flying the C-46, and Joe was the flight engineer on many of the flights.

As many of our members remember - we always attended the air show that the Navy put on at Point Mugu Naval Air Station. One time I took the C-46 to Mugu and was to leave it until it was time to work the crowd and bring the airplane home after the show.

Joe did not fly over with me but drove my truck over to pick us up. Being a pick-up truck, there were not as many seats inside, so i had to ride in the bed of the truck back to CMA.

If you had never ridden with Joe in a car, you'd have been in for a surprise. Speed is what he liked to do, and the ride back from Mugu was just that.

I have a lot of good memories about my association with Joe – all all good. I have learned a lot from him, which I shall always appreciate.

Russ Drosendahl

+++++

Joe Peppito was the first C.A.F. colonel that i got to know. This was two years before I became a member. I called the front desk and asked to talk with someone who could evaluate some new wipers that Kimberly-Clark brought to market. I was told that Joe Peppito is the Maintenance Officer and anything new had to be approved by him. I provided Joe with boxed wipers, shop towels on a large roll with a stand, special wipers clean plexiglass ,industrial soap and others products. Joe tested them all and gave

me valuable feedback as to how the wipers worked around airplanes. I passed his ideas on to Kimberly-Clark. and the company developed a full line of specialty wipers just for the aircraft industry. You can see the product line K.C. developed at: www.kcprofessional.com click under industries, aerospace - Maintenance & repair.

I still have the C.A.F. business card that Joe gave me on my first call. In working with Joe I got to know a bit about the SoCal Wing. In 2010 I was elected president of the 474th Fighter Group Association and had to plan their 2011 reunion. I knew if the reunion was to be done right I had to do it as member of the C.A.F., and in joining I found a great group of guys doing a very important job of keeping our American military history alive.

It all started working with Col. Joe Peppito. I am grateful to Joe for getting me interested in joining the C.A.F.

Avery Willis

+++++



© Photo by Wayne Brancato

Sib Bosso, Joe, Ken Kramer & Bill Main horsing around. "Speak, hear, see no evil."

+++++

Our world lost an amazing person last week. My father's best friend, and a delightful friend of mine, Joe Peppito, died at the age of 91. Truly one of the Greatest Generation, he will be sorely missed.

Joe was one of the first people I met at the CAF. I was just a "youngster," but he gave me jobs and made me feel like I belonged. He always had a cheerful greeting, and as everyone knew, he and my Dad (Bill Main) made kidding one another a daily sport. His energy seemed to be boundless - and often boisterous!

Joe loved history and the mechanics of flight, which in his later years, he gladly shared with our Cadets. He had a true desire to pass along his knowledge to the next generation - something in which his family should take great pride.

Following is a picture of Dad and Joe, two peas in a pod. Rarely was one seen without the other. Perhaps they are flying together now. We will all miss you, Joe.

Carol Bachman

Remembering Joe – continued...



© Photo by Dave Flood

Bill Main (Carol's dad) and Joe – horsing around, as usual. Looks like Bill has “hooked” an Italian Stallion.

I will remember Col. Joe Peppito as a gracious man with a twinkle in his eye – which carried through to a smile. He looked you directly in the eye. He was a man from WWII service and from our “Greatest Generation.”

Thank you, Joe.

Yvonne Anderson

I am so sorry to hear this. Joe was such a wonderful man, and I always looked forward to seeing him on my visits. He will be missed!

Steve Brown
CAF's President and CEO

Our thoughts and prayers are with Joe's family. God Speed.

Chris Garville

So sorry to hear about Joe. I've got to find a way to break the news to Mason. Joe was like a mentor to him.

Tamara Matzke
Mother of Mason, one of our Cadets

What a profound loss for our Wing. I just had sent him a note promising to bring him some cheesecake from Juniors in Brooklyn. Joe was a loveable curmudgeon with a big heart.

George Sands

“Joe”

Dear friend, you were a true ‘one-off’.

What a wonderful character, your never-to-be-forgotten gravelly voice, booming laugh, a straight shooter, superb mechanic, and a great breakfast partner at ‘Cronies’ on Saturdays.

Who knows, maybe you'll find a P47 to get your hands on in that great hangar in the sky.

We shall miss you greatly Joe.

God Bless you and may you Rest in Peace.

In sadness,

David Baker

The first time I ever met Joe was at Chino - when the wing showed up to pick up the Bearcat which was with Fighter Rebuilders at the time. When he saw the bare metal and a bit tattered Bearcat, Joe went all over it like a mother hen. If I recall correctly, Lefty Gardner ferried the airplane from Chino to Camarillo on a very overcast day (nothing but white skies), and some of us tagged along in a twin of some sort, a type that I had long forgotten.

As you know, Joe really favored round-engine airplanes, with his favorite being the P-47 Thunderbolt. I think his fondest wish was always for the wing to eventually get a P-47. It is a shame that never happened. Like Joe, I also considered the P-47 one of my favorite airplanes.

Later on, when we used to go to Midland in the C-46, Joe was usually my roommate at the Best Western Garden Oasis. I think the rest of the Wing preferred to have the two “snoring Italians” together, rather than ruining their chances for a good night's sleep. The funny thing is, I don't think that Joe or I ever actually heard each other snore.

Frank Mormillo

My first day at the CAF was shortly after the Bearcat first showed up. Nobody knew me from Adam - but all welcomed me into the fold, especially Joe.

I must have done something right on that first day, as he kind of took me under his wing and worked with me whenever I was there. In fact, he often gave me projects that allowed me to learn new skills and become much more rounded.

While we all have our good sides and our bad, Joe was one who was someone who tried to always be supportive.

One day, I was working on the C-46, up high in the tail wheel area. Not a fun place to be, but it was something

Remembering Joe – continued...

new. Somehow, I slipped and one of my feet wound up on part of the tail wheel door retract mechanism and broke it in half.

I removed the broken parts and took them to Joe with a very apologetic look on my face. He knew I was just trying to get something done, and instead of being angry, showed me where to look for a replacement. Fortunately, we had one and I had it installed quickly.

After that, he could have put up road blocks, but instead, he kept allowing me to go further and further, and learn more and more.

Joe has always had my respect and gratitude and I will always have him in my heart.

Marc Russell

+++++

I always smile when I think of Joe. He epitomized the type of person that has made the So Cal Wing so successful.

Listening to the many fascinating personal stories about his experiences was always a bonus whenever there was a bit of downtime.

I'll always remember his fondness for an old blue and white Bellanca and the craftsmanship it represented.

It was an honor to have known him. He will be deeply missed.

Don Wheeler

+++++

The CAF and the So Cal Wing has been blessed beyond belief to have had Joe Peppito. Joe P. put the wind under our wings for a lifting experience

All of us who were blessed to know Joe wish him a safe flight into the future The lord made only one Joe P. and will not repeat this divine creation.

God bless Joe and the CAF.

Col Joe Gonzalez

CAF Nevada Wing Leader and a member of the So Cal Wing

+++++

Every time I saw Joe, he greeted me with a warm "Hey, Bob". I'll miss his stories about the past.

Bob Cheveres

+++++



Joe's favorite airplane, the Republic P-47 – here escorting a Boeing B-17, the airplane that Joe's buddy Bill Main flew. They were always kidding each other about which was the better aircraft.

I had simple but heart-felt memories of Joe. They may have been too tiny to be mentioned, thus didn't write in your first round of call for remembrance.

Joe is my go-to guy for P&W R1830 questions. He wears friendly smiles and carries kindness in his demeanor in all the encounters I had with him. He treats you like a buddy, yet naturally commands respect.

Just one week before his passing, I saw his ashen face and he was smiling less than normal, and I thought I had better pick his brain and expertise since these national treasures tend to slip away and won't wait for us.

I asked him about carburetor heat for the R1830 engine. This was a question posed by one of the museum visitors. I am glad I seized the opportunity to make a moment count with him.

Years back, I took his radial engine training course. One can't help but notice his sincerity and genuine earnestness - even in the most elementary seminar about IC radial engines.

Joe's qualities I will remember him by, and hope to pass more of them on to those around me.

Ricky Chen

+++++

Today (October 20th) will forever remain a day of sadness in my heart. We lost one of our long time members at the CAF today. One of the founding members of our wing and a friend who has changed my life and been a big part of it.

Things just won't be the same at the airport anymore.....

Eric Fischler

Cadet, CAF – So Cal Wing

Remembering Joe – continued...



Joe, in the "O Club" with Cadet Eric Fischler and his mother Gail, after a graduation ceremony honoring the Cadets who had taken Joe's course on radial engines. Joe always added aviation history to his courses.



Here's Joe – fine-tuning something on the SNJ-4 "Bluebird" that he and his team literally built from parts that had been dumped in front of the Maintenance Hangar one day. Seven years later, we had a new North American SNJ-4 Texan, christened "Bluebird" – that is now flying in our Warbird Ride Program. Joe was not only a "doer," he was also a "teacher," and many of our volunteers who work on our planes can attest to that.

+++++

I joined the CAF @ Harlingen in 1983, after a stayover there the year before with American Airlines.

When Steve and I joined the SoCal. Wing in 1991 (I believe), the first one we met was Russ Drosendahl and the next was Joe Peppito. Joe was Maintenance Officer and he was happy to get two new slaves/workers.

The wing had the C-46 and the yellow SNJ and we wanted to fly both planes. Joe knew the C-46 well, but his knowledge of the R-2800 engine was fantastic! He could pull a cylinder in just a couple of hours and he was very helpful to all of us who were not of his knowledge.

With two big and very strong hands, he could really turn the wrenches! Joe had worked for American Airlines and he used to kid me about how they now only flew those "jets" that made lots of noise and stunk!!

When we were out of the nose-in hangar, after a party one afternoon, my wife Nancy took some junk out to the dumpster and could not get the lid up. Joe walked by and said "Nancy, are you having trouble?" When apprised of the problem, he walked up and with one hand flipped the lid over the back with lots of force. Very strong man.

Joe had such a good heart and was always willing to help anybody who had a problem. I am going to miss him a lot. His back office will never be the same.

Gary Barber

+++++

Attached are some of the last pictures we took with Joe and his favorite airplane. We all formed a real attachment to Joe and I could tell it was "all about the kids" for him. He really enjoyed and did such a great job with the Cadets. A truly great man and my boys were very grateful to have known him - a true WWII vet.

My fondest memory of Joe was watching him navigate around China Doll when we were doing engine runs for the first time in so many years. He looked so at home - just casually walking between those two huge engines turning those big three bladed props at full power. Just another great day around airplanes for him!

Greg Hartley

+++++



© Photo by Greg Hartley

Joe with two of his Cadets, brothers Jonathan and Michael Hartley, posing in front of Joe's favorite airplane (at CAF – So Cal Wing, that is)

Remembering Joe – continued...

The thing I will always remember about Joe is his unwavering passion for passing on his experience and sharing the legacy that is the CAF.

He was always either talking about the Cadet Program or working with kids tearing apart or putting together an engine.

This wasn't just an assignment that Joe grudgingly accepted because no one else would do it, there was no compromise with Joe when it came to the Cadet Program.

Joe was gruff, stubborn as a mule, and damn funny. I will miss him.

Craig Bennett

+++++

I first met Joe Peppito in the mid 1980's. I was co-chairman of the Oxnard Air Show and Joe and the CAF would bring over the C-46 and SNJ to our show.

He kept asking me to join the Wing as he said "we need pilots." My brother Gary and I joined in 1990 or '91 and, as they say, the rest is history.

Joe was always positive and very knowledgeable about aircraft maintenance. His energy and positive attitude were a driving force behind the Wing.

We were in Chino for some purpose I can't recall, and he found our Bearcat sitting outside - all torn apart. We petitioned HQ for the aircraft and won the bidding. This was the start of our fighter collection. Joe and Ken Kramer led the team and a complete restoration of the Bearcat was accomplished within 18 months!

I approached Joe about building our very own hangars and he was the first to tell me to go for it. Joe believed we could do it and that we did!

Our single largest donation from Bob Reis came with a letter that said: "I normally don't make donations for brick and mortar, but because of my respect for Joe Peppito, enclosed is my check for \$400,000.00!" That's how much Joe is respected by all who knew him.

I've always told him he was my second father, and I'll always feel this way. I will miss him terribly, but I know he is in a good place and is probably fixing any wings of angels that aren't performing up to speed.

God bless you Joe, and please keep heaven in good repair.

Steve Barber, Sr.

+++++



© Photo by Dave Flood
Joe "roasting" his good friend Russ Drosendahl at one of Russ's significant birthday parties at The Waypoint Restaurant.



© Photo by Dave Flood
Joe, in our "O Club," celebrating his 86th birthday with another good friend, Jim Hinckley.



© Photo by Jim Stirone
Joe, along with Bill Main, Alex Ferrasci, and Ken Kramer – all WWII veterans. Jim Stirone's daughter had produced a video featuring these older vets who were members of our Wing. It was an attempt to get a record of what these members of the "Greatest Generation" had experienced in WWII. Since the video was made, we have lost Bill and Ken, and now Joe.

Remembering Joe – continued...

There are many memories of Joe Peppito that I could recall, some are of respect for his craft - he was the best airplane and engine mechanic I ever met.

Some memories are envious - he knew astronauts and worked with them on the space program. Some memories were heated and stressful - Joe could be stubborn to the extreme. Once his mind was made up he (most of the time) wouldn't change it - and I tried unsuccessfully to have him do so on many occasions.

There are more things at the hangar that exist "because that's the way Joe wants it" - and that was reason enough for them to be done.

Every airplane we have flying for the So Cal Wing has Joe's touch upon it, and when we see them fly - it's a tribute to him.

Ron Fleishman

+++++

I have only been a member of the CAF for three years, but I always enjoyed talking to Joe about his younger days living on the east coast. He was always witty, and had interesting stories about his former work years.

Rest in peace, Joe. We will always remember your gruff disposition and your great stories of your past experiences!

Charlie Harwood

+++++

Joe and I have been friends for over 30 years! We met at the CAF when it was still at Van Nuys Airport. When we moved to Camarillo to use the nose hangar, Joe put me to work on the C-46 stripping paint. I got to wear one of his old TWA white, raggedy, grease-covered coveralls and I had a ball, getting dirty and working with him.

Joe and I harassed each other constantly, only because we cared for each other. He always said I was worse than a mother-in-law. One year (I think it was 1997) a bunch of us flew Southwest Airlines to Midland for Airsho. (It was my first time). Joe and I had a running harassment on the airplane, joking, jibing each other, laughing, and being loud. (I was really worried the other passengers and flight attendants would start complaining, but they didn't. They probably saw how much honest fun we were having).

Most recently my greatest honor was to be beside him when he received the Master Mechanic award this year. Since his wife Marge couldn't be there, he asked me to go up with him and put the pin on his shirt. It was such a wonderful event to be at that ceremony and to be part of it, especially with Joe.

I'll truly miss him. I'll miss the mutual harassment.

Ceci Stratford



Col. Joe Peppito
Recipient of Charles Taylor Master
Mechanic Award

Joe recently received the Charles Taylor Master Mechanic Award from the Federal Aviation Administration (FAA) for demonstrating outstanding service in aviation mechanics over a period of 70 years.

The award is named for the Wright Brothers' mechanic, Charles Taylor, who designed and built the engine that powered the Wrights' first flyer. Taylor was the first aviation mechanic.

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Joe's Message To The Wing On His Election as Maintenance Officer

"I have experienced many major changes, from working out of the back of our pickup trucks; then in the old open nose-hangar; and finally in our present facilities. There have been a lot of changes, and there will continue to be more changes in the future.

We have one of the best restoration records in the CAF, and we hope to continue and improve upon this record. We have one of the largest number of CAF aircraft assigned to this Wing, and we have been able to keep them in excellent operating and flying condition.

With the cooperation and support of the members of this Wing, I hope to be able to keep up this excellent record and also, if possible, to improve upon it. I know that I can count on you for your support."

Note: Joe – you lived up to and surpassed all your expectations for yourself and for the Wing. RIP

Photo Page I : Keeping 'Em Flying

© All photos by John Cutright



Two of our hard-working members getting the Yak 3 engine ready for testing.



Col. Tom Wilson getting up close and personal with our PT-19A tail wheel.



Col. Trace Eubanks, the plane's Crew Chief, giving some TLC to our P-51 Mustang "Man O' War"



Cols. Alan Nicholson, Russ Babbitt, and Ken Barger admiring the fine points of a PBJ instrument.



No, Russ is not giving Alan his flu shot, they are fine-tuning an integral part for our PBJ-1J "Semper Fi"



John must have waited a long while to get this shot of Cols. Ron Missildine, George Sands, and Dan Newcomb. They are usually going full speed in whatever task they are performing. All these volunteers spend many hours keeping our planes ready and able to take to the air. Thanks guys!

Wing Staff Candidates



© Photo by Casey de Bree

Col. Sarah de Bree, candidate for Adjutant

Sarah de Bree: Candidate for Adjutant

Sarah has recently returned to the So. Cal. Wing and has indicated her willingness to assume the duties of Aviation Museum Director. She has volunteered to run as Adjutant on the Wing Staff.

She has a solid background in leadership roles and organizational support, as she was an Engineering Program Manager for a major aerospace company for over 30 years.

Sarah is an 'original' Californian; was educated in California schools with masters degrees in business and psychology. Along with her husband Casey, she moved to Camarillo in 2000 and joined the Wing in 2006.



Col. Jason Somes, candidate for Operations Officer

Jason Somes: Candidate for Operations Officer

For **Operations Officer**, Jason Somes has agreed to run for another term of two years in the position he has held since taking over from Gary Barber in 2010.

Jason has been one of our fighter pilots, currently flying the Zero, the Hellcat, the Bearcat, the Cornell and the Texan. He has also been very instrumental in our procuring many spots for our planes in air shows throughout the western states, and in arranging for our fighters to fly on its western tour with the CAF's B-29 "FIFI" on two occasions - allowing us to realize sizable income from our Warbird Ride Program - including our P-51 Mustang and SNJ-5 Texan.

In his "spare time" he works as a jet pilot/mechanic with corporate jets.



Col. Paul Willett, candidate for Finance Officer

Paul Willett: Candidate for Finance Officer

Paul has been a CAF and SoCal wing member since 2008. He worked as a Controller for 27 years for Urbatec, an Encino property management & real estate development company.

He earned a BS in Physics from UC Irvine in 1980, an MBA from Pepperdine in 2007, and his private pilot's (ASEL) license in 2009.

Paul has lived in West Hills for 23 years. He's married, with three kids - who currently live in Germany (US Air Force), Sacramento (UC Davis), and Shanghai (teaching English).

His blog (i.e., silly scribblings & photographs) can be found at: <http://www.PaulJWillett.com>.

The 2015 Wing Staff Election count of ballots will be held on Saturday, November 28, 2015. The ballot "box" (helmet) will be in the "O Club."

The ballot is printed on the last page of this issue of "Flight Line." Everything you need to know is printed on the ballot.

We will be voting for three positions: Wing Adjutant, Wing Operations Officer, and Wing Finance Officer. Many thanks to the Nominating Committee: Janet Rizzoli, Casey de Bree, & Robert Blair.

Wing Staff Candidates, continued...



Col. John Lowe, Candidate for Adjutant

John Lowe: Candidate for Adjutant

A Camarillo native, my working career has taken me from Oxnard, to West Michigan, to Orange County. We currently live in Aliso Viejo, and I work in El Segundo. We do plan to relocate to Ventura County in the near future.

I have been in aerospace manufacturing (really, mostly aircraft) for the past 38 years and been involved in F-14, F-15, F-16, F/A-18, F-22, F-35, B-2, C-17, and some others.

My background is heavy in hydraulic power generation and distribution, flight control actuation, and thrust reverser actuation, including 4000 psi systems.

I currently manage repair of structural doors and panels for F/A-18s. And yes, I am proud to be a loggie.

I have been part of the Camarillo Air Show since 2000. I learned marshalling from Ron Missildine, and took over as Ramp Boss when he moved up. When Camarillo Wings Association was formed, I continued in my same role.

I joined CAF two years ago as I believe in the mission of the organization, and feel this is but one way to pay forward.

I spend occasional Saturdays helping with maintenance, but really enjoy helping at away shows to keep the fighters clean for their performances.

Of course, I belong to EAA and AOPA, and have my private ticket.

My wife, Becky, and I are now in leadership roles at AirVenture, and we helped at the two AOPA Fly-Ins in California.

I have been president of a charitable foundation, and currently serve on two non-profit boards – one as president.

I look forward to serving in a wing leadership role.



Col. Kevin Flower: Candidate for Adjutant

Kevin Flower: Candidate for Adjutant

Kevin has been a member of the CAF SoCal Wing for two years and is currently serving as a Docent.

He has been a pilot since he was 16, and his obsession is World War II aircraft. He also builds model aircraft.

Kevin has a bachelors degree from Arizona State University, and was a customer relations manager with Arizona Public Service for ten years.

He has lived in Oxnard for two years.

His desire is to see and be a part of the progress of the CAF SoCal Wing in the coming years.

Official ballots for this year's Wing Staff election will be available in the "O Club" by October 28. Please follow the directions on the ballot to make sure your vote will count.

Many thanks to the Elections Committee: Ron Fleishman, Paul Kleinbaum, and John Syrdahl –who will be counting the ballots on November 28 and announcing the results in December

2015 Annual Christmas Party

Our annual Wing Christmas Party will be held on Saturday, December 19, 2015 in our Aviation Museum Hangar.

Please mark your calendars and plan to be with us for this festive event. Details will be posted around the hangars relative to: times; cost; menu; and the annual auction.

For details, please contact LaTanya Barber or Paul Willett.

We look forward each year to coming together for this gala dinner and auction. Be sure to put aside your choice items upon which to have our auctioneer solicit the highest bid – helping the finances of our Wing.

Lt. Col. C.H. Kinnard and “Man O’ War”

Our P-51D Mustang, tail number 44-72739, was built in the North American Aircraft factory in Inglewood, California on February 15, 1945 and was shipped to the fighter pool at Stanstead, England in March of that year. Too late to see combat in WWII, 44-72739 was returned to the US and assigned to the New Jersey National Guard.

P-51D 44-72739 was reclaimed by US Air Force in 1950 for service in the Korean War but again did not see any combat action. It was returned to National Guard duty until declared as surplus and auctioned in 1956.



The P-51D as seen at Universal Studios ca 1970s

Purchased by Universal Studios in 1957, the aircraft was displayed as part of an attraction that required a WWII fighter aircraft with a combat damaged appearance. Most notably the aircraft was used in the 1957 movie “Battle Hymn”. The aircraft had numerous holes punctured into it in addition to other deliberate damage to simulate a bullet ridden aircraft and was kept outside in the open for several years. With a stripped cockpit and engine compartment, an electric motor was mounted inside the nose to drive a “fake” propeller. It was retained by the studio until 1970 when it was auctioned after it was decided to build a new attraction.



The P-51D as “Poontang” Van Nuys, CA ca 1970s

In August 1970, Ascher Ward purchased the aircraft from Universal Studios and it was towed to Van Nuys Airport where it stayed for a short period of time. It was decided to

move the aircraft to Chino, CA, where it underwent a complete restoration at Aerosport hangar. The P-51D aircraft was registered as N44727 in 1972 and carried the nose art “**Poontang**” - possibly that of Lt. Ernest W Hopcroft’s P51D, 436th Fighter Squadron, 479th Fighter Group.

In 1974, N44727 was purchased by Elmer Ward (no relation) and received an authentic WWII paint scheme as **Man O’ War** the following year.

The aircraft continues to this day in the livery of **Man O’ War** 414292/QP-A, the personal aircraft of Lt. Col. Claiborne H Kinnard, a highly decorated, commander of the 4th Fighter Group - with 25 enemy aircraft destroyed to his credit.

2004 – Present: Man’O’War is leased to the CAF So Cal Wing by Elmer Ward’s sons, Bret and Todd, and is available for rides by those who want to experience the thrill of flying in this iconic WWII fighter airplane.



Lt. Col. Claiborne Holmes Kinnard, Jr. (on right)

Lt. Col. Kinnard, nicknamed “Zoot,” already a much-decorated fighter pilot, came to the 4th Fighter Group in September, 1944 from his former position as Group CO of the 355th Fighter Group. He was appointed Deputy Group CO, reporting to Lt. James Clark, Acting CO. On 1 November Lt. Col. Kinnard assumed command of the 4th Fighter Group.

Kinnard led the group on many missions – opposed only by flak, but met Nazi planes on only a couple of the missions, managing to score six victories in his plane “Man O’ War.” Our P-51D Mustang is dedicated to the 334th Fighter Squadron, part of the 4th Fighter Group.

On 29 November 1944 Kinnard left the 4th FG to become CO of another group. At war’s end his record was 25 enemy aircraft destroyed.

He was awarded the Distinguished Service Cross, Silver Star, Distinguished Flying Cross (6 Oak Leaf Clusters), the Air Medal (6 Oak Leaf Clusters), the Croix-de-Guerre (with Palm), and the Distinguished Unit Citation.

Claiborne Kinnard died in July, 1966.

Lt. Col. C.H. Kinnard / “Man O’ War” continued...



The 334th Fighter Squadron – “The Eagles”
Their RAF patch when they were flying Spitfires,
and their USAAF patch when flying P-47s & P-51s

The 334th Fighter Squadron, 4th Fighter Group, 65th
Fighter Wing, 8th Air Force.

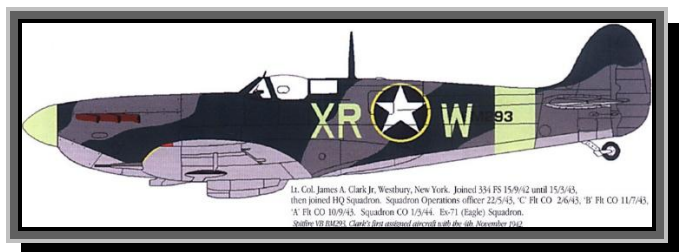
The 334th FS was constituted on 22 August 1942, as an
incorporation of the No. 71 Squadron RAF, an Eagle
Squadron of American volunteers in Great Britain’s
Royal Air Force (RAF).

After the United States entered WWII, the squadron
was transferred to the U.S. Army Air Forces (USAAF).
It was officially constituted by War Department letter
on 12 August 1942, and was activated at Bushey Hall,
England on 12 September 1942.

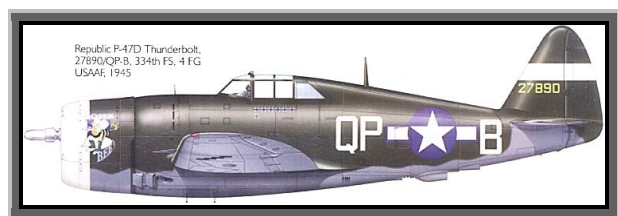
The 334th, along with the 335th and 336th, were
assigned to the VIII Fighter Command, 4th Fighter
Group, which was the first U.S. Army Air Forces unit
activated in the European Theater during WWII. They
were based in Essex, England.

The 334th FS flew British Supermarine Spitfire fighters
until the arrival of P-47 Thunderbolt aircraft in 1943.
After about a year, the squadron switched to P-51
Mustangs. During WWII, the 334th FS had a total of 395
“kills” against the German Luftwaffe: 210 “kills” in the
air, and 185 on the ground.

Bases in England for the 334th FS included: RAF
Bushey Hall (AAF-341), England – 12 September 1942;
RAF Debden (AAF-356), England – 29 September 1942;
RAF Steeple Morden (AAF-122), England – 23 July to
4 November 1945.



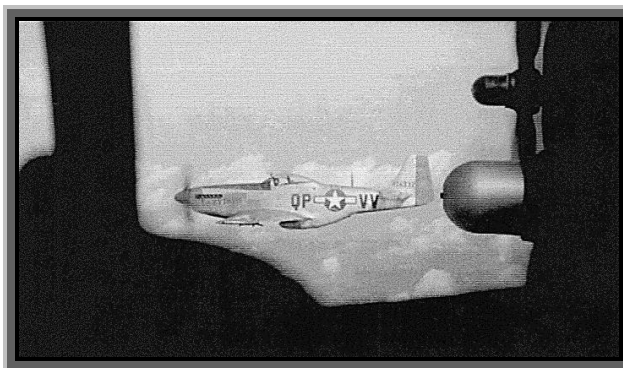
A Supermarine Spitfire flown by the 334th FS – “The
Eagles”



A Republic P-47C Thunderbolt flown by the 334th FS



A North American P-51D flown by the 334th FS



A P-51D Mustang of the 334th FS escorting a B-24
Liberator home to England after a raid on Germany.



Lt. Col. C.H. Kinnard’s P-51 Mustang “Man O’ War” on
the flight line at Debden Air Field, England in WWII.
Note the rear-view mirrors above the cockpit –
borrowed from their days flying Spitfires.

*Editor’s Note: Our P-51D Mustang “Man O’ War” is a
key participant in our Warbird Ride Program. You may
reserve the rear seat for yourself or a loved one for an
unforgettable ride by calling (805) 482-0064. A friendly
Docent will answer your call and get you airborne!*

334th Fighter Squadron, Korea

Maj. George A. Davis and his wingman, 1st Lt. William Littlefield, patrolled alone in MiG Alley on 10 February 1952. Below them flew twelve Mikoyan-Gurevich MiG-15s about to pounce on Republic F-84 fighter bombers attacking railroad lines near Kunuri.

The thirty-year-old Davis, commander of the 334th Fighter Interceptor Squadron of the 4th Fighter Interceptor Wing and the leading American ace with twelve victories, was on his sixtieth mission over North Korea.

The first American to be an ace in two wars, Davis dove his North American F-86 Sabre through the MiG formation, blowing up one MiG on his first pass and then quickly shooting down a second. Ignoring the cascade of fire coming from two flights of MiGs to his rear, he decelerated and maneuvered behind a third MiG. A hurricane of enemy 23 mm and 30 mm shells exploded into Davis' Sabre, sending it out of control and crashing him into a hillock thirty miles south of the Yalu.

Davis' attack completely disrupted the MiGs' attack and allowed the F-84s to complete their interdiction mission. For that valor, he was posthumously awarded the Medal of Honor and promoted to lieutenant colonel.

Davis' heroic fight in the Korean War underscores the importance of skill and training. It also shows that, in a fight between two aircraft, each representing the peak of second-generation jet fighter technology, the final outcome depends on such variables as surprise, position, numbers, and altitude.

These same concepts, true through the first four generations of jet fighters, explain how nations with vastly different resources often managed to produce highly competitive aircraft. The Meteor offset the Me-262; the Sabre matched the MiG-15; the Mystere compared with the North American F-100; the MiG-21 countered the McDonnell Douglas F-4; and the Rafale battles the Sukhoi Su-27.



© Aviation Art by Mark Karvon
"Mig Alley"

F-86 Sabre downing a Mig-15 over Korea

Camarillo Native Killed in C-130 Crash in Afghanistan.

By Brian Bethel, *Ventura County Star*, Oct. 9, 2015



Capt. Jonathan J. "JJ" Golden, USAF, with his Lockheed C-130J Hercules cargo plane.

ABILENE, Texas - A memorial service for a Camarillo native killed in a military plane crash in Afghanistan was held on October 8, 2015 in Abilene, Texas.

Air Force Capt. Jonathan Joseph "JJ" Golden, 33, was one of six American airmen and five civilians aboard a C-130J killed just after midnight Oct. 2 when the plane crashed during takeoff.

Three other airmen with the 39th Airlift Squadron who had deployed from Dyess Air Force Base in Texas, Capt. Jordan Pierson, the pilot; Staff Sgt. Ryan Hammond and Senior Airman Quinn Johnson-Harris, were also honored during the memorial service at the Abilene Civic Center.

On Tuesday, Gov. Jerry Brown ordered flags to be flown at half-staff over the state Capitol. Golden's family will receive a letter of condolence from the governor.

Golden grew up in Camarillo and was based at Dyess Air Force Base just outside of Abilene. He was the copilot of the C-130J when it crashed at Jalalabad Airfield.

He was a 1999 graduate of Camarillo High School, a husband, a father of two, and the youngest of three sons, his mother told *The Star*.

He served six tours in Iraq, but he studied between deployments to get a college degree in aeronautics. Golden is survived by his wife, Danielle; daughter, Lillian; son, Elijah; mother, Gloria; father, George; and two older brothers, Robby and Jeff.

Lt. Col. Mitch Spillers, 774th Airlift Squadron Commander, said at the service that "Golden committed himself to his family, his squadron, and his mission." Maj. Blair Allen, 39th Airlift Squadron Commander, told Golden's wife and children, "Your husband, your father, is our hero, who never shifted away from his true priorities, his family."

Photo Page II: Museum Displays

© All photos by Dave Flood



Col. Charlie Carr's "Moveable Feast" displays between the heads in the Aviation Museum are always colorful, informative and historical. This one commemorates the Battle of Leyte Gulf – Oct. 23 – 26, 1944.



One of the key participants in the Battle of Leyte Gulf was our late CAF – So Cal Wing member Don McMillan. He flew a Grumman TBM Avenger and put a torpedo into the side of the Japanese carrier Zuikaku, which had sent planes to bomb Pearl Harbor. Don received the Navy Cross for his exploits on 24 Oct.



Hellcat pilot Lt. (jg) Franklin E. Foltz, flying off the USS Intrepid, earned the Navy Cross for his heroism.



A third Navy pilot honored in this display is CDR David McCampbell, who earned the Medal of Honor for his extraordinary heroism in destroying multiple Japanese aircraft in his F6F Hellcat. Our Hellcat is in McCampbell's colors. He was the top Navy ace in WWII, with 34 aircraft destroyed.



A previous display had celebrated Victory Over Japan (VJ) Day = August 15, 1945. The final surrender by Japan was on the USS Missouri on Sept. 2, 1945, with Gen. Douglas McArthur signing for the United States. The long WWII was finally over.



The American public was elated – no more ration books, no more saving foil, no more mixing oleo.

Warthogs To The Rescue

By Jeff Schogol, Staff writer, September 22, 2015
Air Force Times

The Flying Tigers have landed in Estonia.

Twelve A-10s from the 74th Fighter Squadron at Moody Air Force Base, Georgia, arrived Monday at Amari Air Base as part of an ongoing series of theater security packages rotating through Europe.

Over the next six months, the squadron will conduct training and participate in several military exercises with NATO allies and European partners, according to a 23rd Wing news release.

"This is a great opportunity for our pilots, maintainers and support airmen," squadron commander Lt. Col. Bryan France said in the news release. "Both the United States Air Force and the Estonian Air Force will gain tremendous benefits. It's really a synergistic relationship that we gain when we are able to operate out of an airfield in a foreign country with our allies. We will be able to brief, execute, debrief together and learn those lessons and turn around and reapply them the next day.



Fairchild/Republic A-10s of the 74th Fighter Squadron

The A-10 is loved by ground-pounders for it is often used in "danger close" strafing runs to keep enemy forces from overrunning U.S. troops.

Rep. Martha McSally, R-Ariz., called the A-10 "perfectly suited" for the training mission in Europe. "It was built originally for conventional close-air support against the Soviet Union and brings unique anti-armor capabilities as well as unmatched lethality, maneuverability and loiter time," McSally said in a statement to Air Force Times.

McSally is a retired Air Force colonel and former A-10 squadron commander who has 325 combat hours in the A-10 in Iraq and Afghanistan. She has been an outspoken critic of the Air Force's attempts to retire the A-10 in order to meet budget caps imposed by Congress.

"The continued deployments of A-10s in the region just reveals how shortsighted the decision to close the only A-10 squadron in Europe was two years ago," said McSally, whose congressional district includes Davis-Monthan Air

Force Base. "I've been critical of this decision, and clearly we're seeing a need for these aircraft in supporting our allies and security in Europe now."

The deployment to Estonia comes as the U.S. is trying to reassure Eastern European members of NATO that it will defend them. Last year, Russia annexed Ukraine and then invaded eastern Ukraine.

Gen. Frank Gorenc, commander of U.S. Air Forces in Europe, told Air Force Times recently that he is concerned about Russia. "We have a condition where one country has breached another country's borders by force," Gorenc said in an Aug. 21 interview. "That hasn't happened in a long time and the fact that it has re-emerged as a tactic by one country to intimidate another country is cause for alarm."

The 74th Fighter Squadron's history dates back to World War II, when it was part of the China Air Task Force, led by Army Brig. Gen. Claire Chennault. The task force, which later became 14th Air Force, inherited the name "Flying Tigers" from its predecessor, the American Volunteer Group.

"There is some friendly rivalry between the original Flying Tigers and the Flying Tigers of the Fourteenth Air Force about who has 'bragging rights' to the name," according to the [U.S. Embassy in Beijing's website](#). "Generally, however, anyone assigned to China under the command of General Chennault (in the American Volunteer Group, the China Air Task Force, or the 14th Air Force) is called a 'Flying Tiger' in English."



An A-10 firing its 30 mm GAU-8 Avenger cannon. The "Warthog," in addition to this lethal tank-busting weapon, can carry 16,000 lbs. of rockets, missiles, and bombs. A stellar ground-support aircraft!

Note: the editor is proud of his grand-nephew, Capt. Chris Pezzini, who is an A-10 pilot with the 74th FS.

Photo Page III: Pt. Mugu Air Show

© Five Photos by Shawn Cogan



Looking skyward toward the streaking, thunderous Blue Angels as they fill the sky with their precision flying. It also helps to block your ears while looking.



Only a few things could be more beautiful! Our Supermarine Spitfire Mk XIV & North American P-51 Mustang "Man O' War."



AKA the Blue Angels – close encounters – with our F6F-5 Hellcat & F8F-2 Bearcat. These aircraft were the first, and second, to be used by the Navy's crack precision flying team.



Low-level pass over the Blue Angels' FA-18s by our Grumman F8F-2 Bearcat. The "S" on the tail designates the carrier that the aircraft flew from – the USS Shangri-La (CV-38) – that was on its way to Japan when WWII ended.



Talk about FOCUS - its hard enough flying close formation being right-side-up. We are so glad that the Blue Angels flew this year at the Pt. Mugu Naval Air Station Air Show. We haven't seen them in awhile, and it's always nice to have them return!



© Photo by Dan Newcomb

Dan caught our fighters in their Missing Man Formation over the Pt. Mugu NAS Air Show just as the Bearcat peeled off to represent those servicemen and women who have gone in harm's way to fight for our freedoms – and who have not returned. God bless them all!

T-34 Mentor West Fly-In & Vet Salute



The T-34 Association will hold its first annual **Mentor West Fly-In and Veteran Salute** at Camarillo Airport (KCMA) during four days, from Thursday, November 5 through Sunday, November 8, 2015.

It is expected that the T-34 Association will have four great days of flying, food, fun and camaraderie.

Arrival day is Thursday, November 5. On Friday and Saturday, the focus will be on 2 / 3 / 4 formation flying. On Sunday, the 8th, a mass formation fly-over will occur, with up to 40 aircraft participating in honor of Veterans' Day. This is expected to be the largest fly-over for a Veterans' Day parade ever made anywhere in the United States.

Last year, 20 aircraft, including a P-51, multiple T-34s, Nanchangs, Yaks, a B-25, and a C-47 made the mass fly-over.

Members of our Wing (and the public in general) are invited to "come on out" to our Aviation Museum on Saturday or Sunday to witness the formation flying of the T-34s. In particular, Sunday would be the day to see the mass formation in honor of our veterans.



Camarillo will be treated to some beautiful formation flying by many T-34 Mentors during the weekend of November 6-8.

Safety Corner

by Col. Gene O'Neal, Safety Officer

This month I want you to think about **PROPELLER RESPECT**.

How much respect do you have for a propeller? It could be spinning or standing still. Either way it demands your full RESPECT.

Years ago John Deacon presented a program to never walk through the propeller arc. That was a very good safety program that could save you from injury or death.

We need to reactivate that safety program. It is very simple. NEVER WALK THROUGH THE PROPELLER ARC. Make it an absolute habit to walk around the propeller, never through it.

Whenever you see someone walk through the arc of a propeller, we need to tell them they are DEAD. We need to take this seriously.

Every year there are reports of fatalities from a people walking into spinning propellers. They did not have a habit of walking around propellers.

We also need to show propeller respect every time you prepare to rotate a propeller by hand. Always stand clear in case the engine decides to fire. That can happen even with the mag switch off. Always make sure the mag switch is **off** and then treat the propeller with FULL RESPECT by standing outside the blade path.

Never rotate the propeller on a hot engine that has just been shut off. Give it 10 to 15 minutes to cool off. One small hot spot in the cylinder could cause the engine to fire. Just one pop can rotate the propeller hard enough to really hurt you.

Treat every propeller hand - rotation as if the engine were going to start - it just might do that.

YOU are responsible for all our SAFETY. Just remember:

EVERY ACCIDENT CAN BE PREVENTED.



Photo Page IV: New Hangar Doors



© Photo by Dave Flood

Looking north at our new hangars before the doors were hung.



© Photo by Casey de Bree

The left door being framed. The doors are to be bi-fold, folding out and up as they are opened.



© Photo by Casey de Bree

Both doors are now framed and ready for the outside panels. Beginning to look like hangars!



© Photo by Casey de Bree

The bottom outside paneling of the left hangar bi-fold door being attached.



© Photo by Casey de Bree

Workmen attaching the top panels of the hangars' bi-fold doors. It's amazing how fast the building goes together!



© Photo by Casey de Bree

Ta Da! Bi-fold doors attached! Lookin' might good!

Photo Page V: Ramp It Up!



© Photo by Dave Flood
Breaking up old ramp & levelling ground



© Photo by Gene O'Neal
Ground before being leveled, graded & sloped



© Photo by Gene O'Neal
Earth-moving machine leveling off ramp



© Photo by Gene O'Neal
Trucks dumping asphalt to be spread and rolled



© Photo by Dan Newcomb
Workers spreading the asphalt & rolling it.



© Photo by Gene O'Neal
The finishing rolling of the ramp to make it smooth



© Photo by Casey de Bree
Almost finished! Note how large an area has been covered. What a flashy new look for our expanding campus!



© Photo by Gene O'Neal
The finished product – with our Hellcat parked on the new ramp. Hallelujah! We've come a long way, baby!

Photo Page VI : Potpourri



© Photo by Dave Flood

Cols. Ron Fleishman and John Syrdahl showing the Norden Bombsight donated by the Aviation Museum in Midland, Texas to our PBJ-1J "Semper Fi"



© Photo by Dave Flood

Our Aviation Museum's "Point Mugu Naval Drones" display – including the infamous "Battle of Palmdale" F6F Hellcat drone.



Col. Yvonne Anderson and her granddaughter, Madelyn, posing as "Rosie The Riveter" – with Yvonne's dad's photo from WWII inserted. Yvonne had sent this photo along with a note, to Joe Peppito, to cheer him up when he was convalescing at home.



© Photo by Dave Flood

Col. Chris Rushing in the cockpit of our Grumman F6F-5 Hellcat "Minsi III" – ready to fly to Van Nuys to take part in a memorial fly-over.



© Photo by Dan Newcomb

Mike Hohls in the tug – pulling "China Doll" back to her rightful place on our brand-new ramp.



© Photo by Dave Flood

A fascinating display in our Aviation Museum, featuring air aces of WWII, including (with their "kills"): Maj. Richard Bong (27), Capt. John Gentile (30), Lt. Ira Kepfer (16), Capt. Robert Johnson (22), Maj. Joe Foss (26), Capt. Duane Beeson (21), Col. Ned Kearby (21), Maj. Walker Mahurin (21), and Maj. Gregory "Pappy" Boyington (26). And, in addition to these heroes, lest we forget, was Cmdr. David McCampbell (34).



OFFICIAL BALLOT

Term: Jan. 1, 2016 – Dec. 31, 2017

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

Southern California Wing Staff Election, November 28, 2015

Office	Candidate	Office	Candidate
Adjutant	Sarah de Bree Kevin Flower John Lowe	Operations Officer	Jason Somes
	<hr/> (write-in)		<hr/> (write-in)
Finance Officer	Paul Willett		
	<hr/> (write-in)		<hr/> (write-in)

*** Only Colonels whose dues are current are eligible to vote ***

BALLOTS MUST BE RECEIVED BY NOON, NOVEMBER 28, 2015

Voting instructions:

1. Vote for one candidate for each office by circling the candidate's name, or write in the candidate's name in the space provided
2. 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.
3. 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 "O" Club.

Voting by Mail: Follow instructions #1, 2, 3. On the 2nd envelope mark your name and colonel number in the upper left corner, plus your return address. Address the envelope to: Commemorative Air Force, Attn: Election Committee, 455 Aviation Drive, Camarillo, CA 93010.

All ballots must be received by noon, November 28, 2015.