

Flight Line

The Official Publication of the CAF

Southern California Wing

455 Aviation Drive, Camarillo, CA 93010

(805) 482-0064



COMMEMORATIVE
AIR FORCE

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Joe Peppito's son Howard (holding a photo of Joe as a young Air Force mechanic) and Joe's widow, Marge – at Joe's Memorial Service on Jan. 23, 2016



© Photo by Dave Flood

Joe Peppito's Family at his Memorial Service on January 23, 2016

**Wing Staff Meeting, Saturday, February 20, 2016 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.

February 2016

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

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Safety Officer	* Gene O'Neal	(805) 383-9485	safety@cafsocal.com	Joe Peppito Memorial Service III 6
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Facility Officer	Dick Troy	(805) 404-3311	Konvair@aol.com	The "Spirit" Rises Again 11
Personnel Officer	Shirley Murphy	(805) 504-6744	sdmurphy@verizon.net	B-29 "Doc" Progress 12
Historian	Ron Fleishman	(805) 384-4426	oldplanec46@aol.com	Russ C0-Pilots <i>Spruce Goose</i> 12
Training Officer	Dan Newcomb	(661) 301-2354	dannewcomb3@gmail.com	So Calif Wing Volunteer Hours 12
Wing Photographer	Arash Afshari	(805) 279-1599	acafshari@gmail.com	Photo Page II 13
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Joe Peppito, Aircraft Maintenance Officer Extraordinaire

by Col. Pat Brown

Joe Peppito became a member of the CAF So Cal Wing in 1983. He had retired and did not know what he would do after working on airplanes most of his life. He was elected to be the Southern California Wing Maintenance Officer in 1984. We had the Curtiss C-46 Commando "China Doll" and the yellow North American SNJ-5 No. 290 at Camarillo.

Our C-46 needed his time and years of experience. It was a perfect fit. Joe kept us all busy with the plane's restoration projects. Our goal was to get the C-46 into good shape to go to as many air shows throughout the western states as possible. Joe kept our enthusiasm at a high level. There were always aircraft restoration and maintenance projects, and we needed his supervision and "can-do" attitude.

Ron Fleishman had been the Maintenance Officer, and needed Joe's help because Ron was a working maintenance supervisor for Trans World Airlines, and could not devote as much time as the C-46 needed. The C-46 was at Camarillo, and the meetings were at Van Nuys Airport. Soon we had a room at the Camarillo Airport to store parts and get warm and dry when it rained that winter.

Joe got an old desk and chair so he could sit and do paperwork. He rarely had time to sit at the desk or anywhere. We kept him outside at the airplanes – supervising. If he ever decided to take a break and have a cup of coffee – somebody would make it to the chair ahead of him. He thought that was funny, but somebody decided to bring an extra chair so Joe could have his own chair.

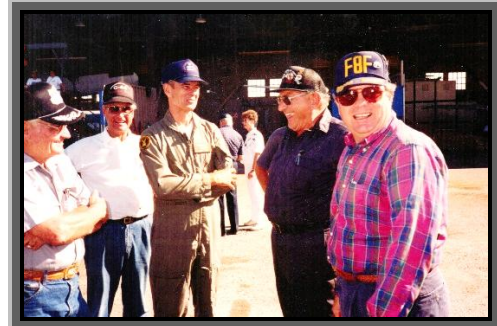
Back in those days we had the staff meetings in staff members' homes. Joe and Marge hosted us in their home for the meetings a number of times. There were lots of jokes and the enthusiasm was always at a high level.



Joe and Marge on his 90th birthday.

Joe was always trying to keep a step ahead of all of us with plans, keeping up the paperwork on all the projects, and searching for parts for the planes, etc. Joe didn't have a lot of time to write an article for the newsletter each month, so we would put it together by taping our conversation with the old 'phone-answering machine that could record calls – and then putting that into his article. It worked.

The Grumman F8F-2 Bearcat arrived, and Joe decided that we would have "Plane Captains" for each aircraft. The C-46, SNJ-5 and Bearcat were the first planes to require all the paper work, and keep the members organized and working on the projects.



Joe (2nd from right) with Lefty Gardner & Steve Barber, just after the Bearcat arrived at CAF So Cal Wing.

In the late 1990s Joe went from Maintenance Officer to the Wing Leader position, and we decided to build the Museum and Maintenance Hangars during that time. Joe was our Wing Leader during the plans and construction of the new hangars – as well as always being there for aircraft maintenance as we continued to collect more WWII aircraft into our inventory.

As the years have gone by, Joe has always been real active in the CAF So Cal Wing with ongoing aircraft maintenance projects – whether regular maintenance or a complete rebuild. An example of the latter is the North American SNJ-4 "Bluebird," built by our volunteers from scratch under Joe's leadership. This aircraft was brought here from CAF HQ in Midland, Texas in parts – because Joe felt we needed it as a training project for our members to put together. This aircraft has been flying for several years, and we have given a number of rides in it.

Joe and his maintenance expertise helped make this Wing one of the largest and most successful units in the Commemorative Air Force.



Joe's pride and joy – SNJ-4 "Bluebird"

Joe Peppito Memorial Service I



© Photo courtesy of Peppito Family
Joe as a young mechanic with the Army Air Corps



© Photo by Dave Flood
The Peppito Family showed up for Joe's Memorial Service in force. Here's Joe's son Howard greeting one of the younger members of the clan.



© Photo by Dave Flood
More Peppito family members greet each other. Marge Peppito, Joe's wife, is in the center of the photo.



© Photo by Dave Flood
More Peppito family members say "hello" to each other.



© Photo by Dave Flood
This photo shows the large group of attendees at Joe's Memorial Service – held in our new hangar.



© Photo by Dave Flood
Some of Joe's family, including his wife Marge, and, next to her, their daughter Kim, who attended from Alabama.

Joe Peppito's Memorial Service II

Photos of those who spoke at Joe's Memorial Service

© All photos by Dave Flood



Steve Barber



Chris Eubanks



Frank Mormillo



Russ Drosendahl



Jim Stirone



Bob Thompson



Dick Troy



Kasey Mitchell



Tom Wilson



Eric Fischler

Joe Peppito's Memorial Service III

© All photos by Frank Mormillo



Col. Bob Thompson addressing the assembly, telling of his early years in our Wing and his many colorful stories about Joe. Bob was once our Wing Leader, and is now with the Rocky Mountain Wing of CAF.



Joe's grandson sharing stories of his life with Joe.



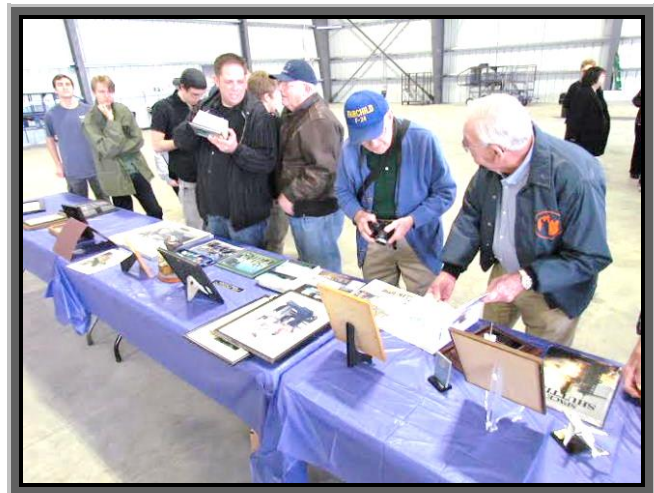
Col. Ron Fleishman, who also gave the invocation, recounting the many experiences he had with Joe over the years they worked on all our aircraft.



Joe's wife Marge (in the middle) and their son Howard and daughter Kim, who came from Alabama to be with her mother at the memorial service.



Another look at the assembly honoring Joe's memory – plus some of the memorabilia on display from Joe's long service with the Air Force and the CAF.



Some CAF-So Cal Wing members looking over Joe's memorabilia and remembering how much he meant to all of us.

Update on PBJ-1J “Semper Fi”

By Col. Marc Russell

Another milestone passed today. Semper Fi taxied on its own for the first time in over 20 years. Engine starts went well and Tach Generator units worked perfectly. But as with any restoration, the gremlins came out and we have a number of things to do.

On taxi in, after doing a run up and other things, for some reason the left engine did not want to run near idle. It would run with the throttle pushed forward some, but that power setting was too high to taxi. End result is that we shut down and were towed in. We found that it would run on the primer, but not the carb by itself. Called the man who overhauled both carbs and he made some great suggestions.

First, we need to make sure all intakes are sealed properly and that we have no induction leaks. This would cause a very lean mixture that would keep the engine from running. If that all checks, then we need to move the idle mixture valve about 4 clicks toward rich. If neither of these work, then we will likely pull the carb and send it out for inspection. One other suggestion was to make sure that nothing is caught in the Shadin impeller and that the hose is clear on that carb. Keep your fingers crossed.

Other issues to be addressed:

Right engine prop governor has no effect on prop control. It stays in low pitch unless the feathering pump is used. I am sure we can find a trouble shooting guide and get some answers. The wheel that the cable uses to turn the internal components may not have been installed properly.

Need to bleed the brakes. They work, but should work better. Rick from Executive Suite has a system we can use. We need to bleed both systems completely. Will need someone strong who will keep the pressure up with the hand pump.

Both generators are still not working. One test I neglected to do today is to move the Generator Disconnect Switches to disconnect to see if they may be reversed wired. I have already flashed the fields but that didn't help. One suggestion is that we flash them while the generators are turning.

Still have the leaky hydraulic line and oil line on the right side. Will have to order some hose for that and build new ones.

Other things we need to do in the nacelles is to tie down lines that will vibrate. The ones for oil and fuel pressure are two that will break over time if not tied down. We also need to make sure that lines are not rubbing each other and causing long term damage.

Want to finish getting the seats installed as soon as possible and finish that up. I have contacted the engineering company who did the work on the AZ wing's B-25 and they are willing to do whatever we need. Hopefully its just a copy of what has already been done and won't cost much, if anything.

The Best Is Yet To Come

By Col. Dan Newcomb

It's time to admit it. It's time to come clean. For years now I've been lying to you. If you asked me I would always say, “Sure it will! By the time I'm 55 or 60 or 65! It will!”

But I never, really allowed myself to think that it would. I don't do disappointment very well. If you lower your expectations you will be less likely to suffer that emotion.

So what I did was focus on the immediate goal. Replace a skin. Rebuild a wing. Compartmentalize! So as the months turned into years and the years turned into a decade of long drives through the snow or rain or fog or wind and sometimes all at the same time - we made the best move we've ever made from Bakersfield to Simi Valley.

We've been down here over three years now and the question of “will it or won't it?” became even less of an issue to me. Since the move our social life has improved drastically. What used to be a four hour round trip is now 30 minutes.

I can now spend three days a week in the hangar. We can spend more time with friends. Karen and I consider several of you as family. We have shared good and bad. Births and deaths. Marriages and divorces. Graduations and career changes. Accidents and tragedies. Elation and disappointment.

This little multiyear project has changed my life in so many ways. I am finally wrapping my head around the reality that this airplane will fly. There is no good reason to think that it won't. But when it does please forgive me if I seem a little subdued. I've already benefited greatly from my 13 year journey down a very long but beautiful road.

Thanks to all who have shared that road with me. The best is yet to come.

“Bucker Boy's Riveter”



We've come a long way, baby!

WASP Appeal by Col. Steve Brown, CAF President



Four members of WASP (Women Airforce Service Pilots) coming off B-17 bombers they have delivered to an Air Force base from the factory during WWII.

Dear Members;

I received an email from CAF Life Member Carl Mattson, who alerted me to an issue, where your help is needed. As you probably know, the WASP (Women Airforce Service Pilots) had finally received veteran status in 1977 and in 2002, Arlington National Cemetery found the WASP eligible to receive standard honors. Unfortunately, according to a recent Fox news report, there is an issue. In a statement, Army spokesman Paul Prince said the cemetery superintendent in 2002 had no authority to allow WASP' remains into the cemetery. Under federal law, he said, WASP are eligible only for burial at cemeteries run by the Department of Veterans Affairs — not Arlington National Cemetery, which is run by the Army.

I reached out to CAF COL Heather Penney, our Rise Above WASP Chairwoman and asked for her input on this matter. Below is her response and recommended action for you to help right this wrong. The WASP were pioneering and courageous women who answered the nation's call to duty.

When the Army Air Forces were short on airmen and outcome of the war still uncertain, these women volunteered against much social prejudice and skepticism. General Hap Arnold, commanding general of the Army Air Forces (the precursor to the U.S. Air Force), intended to militarize the WASP, but because their service was so desperately needed he placed the WASP in a civilian capacity to expedite their creation.

Unlike other women's service auxiliaries, the WASP performed the exact same domestic missions that men did, freeing male pilots to go overseas at a time when the outcome of the war was in peril. The WASP flew every aircraft type in the Army Air Forces, and performed every kind of flying mission needed in the domestic United States from instruction, target towing, flight test, and aircraft ferry and delivery. The WASP met (and often exceeded) all military physical requirements, took and passed the same military

training, and executed military missions - but because their military status had been deferred, they did so with no benefits, no recognition, and for far less pay.

Their military service was finally recognized by Congress in 1977, who granted the WASP long overdue veteran status. In 2002, Arlington National Cemetery found the WASP eligible to receive standard honors. And in 2010, the WASP were awarded the Congressional Gold Medal in recognition of their valiant and pioneering service. These women are veterans, and deserve to be treated and honored as such.

Representatives Martha McSally (R-Ariz.) and Susan Davis (D-Calif.) have introduced The Women Airforce Service Pilots Arlington Restoration Act (HR4336) in the House to allow the cremated remains of the WASP to be placed in Arlington. Senators Barbara Mikulski (D-Md.) and Jodi Ernst (R-Iowa) have introduced a similar bill (S2437) in the Senate.

Please, contact your representatives and urge them to support these bills to allow the WASP to be placed in Arlington, as is their due; their right to their last rites should not be subject to the whims of the Army lawyers.

As Heather suggests, I urge you to reach out to your representatives in the House and Senate and urge them to pass these bills.

Steve



WASP pilot Ruth Dailey getting set to ferry a Lockheed P-38 to its base.



WASP pilot ferrying PT-19 to Harlingen, Texas AFB.

Photo Page I: PBJ-1J "Semper Fi"



© All Photos by Frank Mormillo

"Holy Smoke!" Our North American PBJ-1J Mitchell bomber "Semper Fi" belching smoke from her right engine at the first run-up of her engines in over 20 years!



What a thrilling sight – as "Semper Fi" begins her taxi test – underway on her own power!



Lookin' like a million bucks!!! Wow – can you believe it? She's lookin' beautiful!



Here's "Semper Fi" at the run-up ramp – with both engines purring. The crew is noting some problems during the test, but nothing that can't be fixed.



On the way back to the hangar, the crew had to shut down the left engine, and eventually she was towed in. But the engines had run, she had taxied, there was a run-up, and she had gone through her first real outing in about 22 years! That's real progress!



Here's how "Semper Fi" looked at Joe Peppito's Memorial Service. Her crew has made us all proud!

The USS Midway VA-25's Toilet Bomb

© From www.midwaysailor.com

In October 1965, CDR Clarence J. Stoddard, Executive Officer of VA-25 'Fist of the Fleet', flying an A-1H Skyraider, NE/572 'Paper Tiger II' from Carrier Air Wing Two aboard USS Midway carried a special bomb to the North Vietnamese in commemoration of the 6-millionth pound of ordnance dropped. This bomb was unique because of the type... it was a toilet!

The following is an account of this event, courtesy of Clint Johnson, Captain, USNR Ret. Captain Johnson was one of the two VA-25 A-1 Skyraider pilots credited with shooting down a MiG-17 on June 20, 1965. Clint Johnson was also a classmate and Company-mate of mine at the Naval Academy.

572 was flown by CDR C. W. 'Bill' Stoddard. His wingman in 577 was LCDR Robin Bacon, who had a wing station mounted movie camera (the only one remaining in the fleet from WWII).

The flight was a Dixie Station strike (off South Vietnam) going to the Delta. When they arrived in the target area and CDR Stoddard was reading the ordnance list to the FAC, he ended with 'and one code name Sani-flush'.

The FAC couldn't believe it and joined up to see it. It was dropped in a dive with LCDR Bacon flying tight wing position to film the drop. When it came off, it turned hole to the wind and almost struck his airplane.

It made a great ready room movie. The FAC said that it whistled all the way down. The toilet was a damaged toilet, which was going to be thrown overboard.

One of our plane captains rescued it and the ordnance crew made a rack, tailfins and nose fuse for it. The squadron flight deck checkers maintained a position to block the view of the Captain and Air Boss while the aircraft was taxiing onto the catapult. Just as it was being shot off we got a 1MC message from the bridge:

"What the hell was on 572's right wing?"



Thanks to John Cutright for this story!

Safety Corner by Col. Gene O'Neal, Safety Officer

Wearing your wedding ring at work can have some serious side affects. Many of us have been told to "never" remove your wedding ring as it will damage your marriage and your wife may agree.

But there is another real issue to consider. Many ring fingers have been severely injured or pulled off when the ring gets hung up on some stationary object, see the attached photo.

This is only a small sample of the damage that can result from wearing a ring while working. One of the B-29 crewmen had his wedding ring catch recently. His finger was cut very bad and the ring had to be cut off. He was lucky not to lose his finger.

I have a white scar on the top of my finger where my wedding ring cut into it as it hung up on an F4 Phantom. Look at the damaged finger photo and then you decide if it is a SAFETY issue for you.

Never relax on being safe about everything you do. Accidents do not take vacations - they happen 24/7.

Be safe and keep others around you safe.

SAFETY BEGINS WITH YOU.



Just the “Bear” Facts, Ma’am



During a private “fly-in” fishing excursion in the Alaska wilderness, the chartered pilot and fisherman left a cooler with bait inside in the airplane. A bear smelled it. See the result above.



Here’s another view. Note the tires!



The pilot used his radio and had another pilot bring him two new tires, three cases of duct tape, and a supply of plastic sheeting.
He patched up the plane and flew it home!

Moral: duct tape – don’t leave home without it (and never leave your bait inside the plane)!

Thanks to Avery Willis for this story!

The “Spirit” Rises Again

From *Aviation History*, March, 2016



Ever since Charles A. Lindbergh made it famous in 1927, there have been numerous reproductions and replicas made of his Ryan NYP *Spirit of St. Louis*.

Less numerous have been *Spirits* that can actually fly. Until his death in 1993, Cole Palen had strived to build a flying repro for his Old Rhinebeck Aerodrome in Rhinebeck, New York, and three years ago Ken Cassens, the Aerodrome’s director of aircraft maintenance, resumed work on the project.

This included consulting the Ryan Aeronautical Archives and accessing the cockpit of the original plane hanging in the National Air and Space Museum by means of a cherry-picker crane.

In 2000 NASM curator Peter Jakab provided three rare instruments to lend an element of authenticity to the replica.



A view of the Spirit of St. Louis replica’s cockpit

On November 18, 2015 the faithful reproduction was wheeled out onto the field for its first engine run-up and taxi test. Cassens reported very positive control.

Over the winter Cassens and his staff will be completing this latest *Spirit*, expecting to take it into the air in time for the 2016 season at Old Rhinebeck Aerodrome.

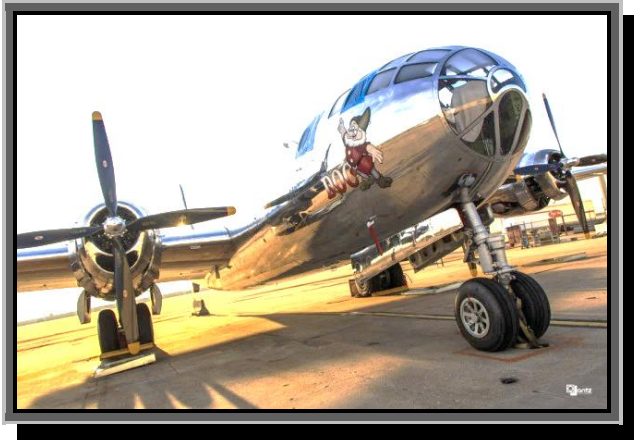
Note: the editor remembers bringing his family to the Old Rhinebeck Aerodrome to see all the flying WWI planes. They still remember the visit.

B-29 Superfortress 'Doc' Almost Ready For Takeoff – Engines Tested Successfully!

© From War History Online

Dec 10, 2015

[Facebook](#)[Twitter](#)



© B-29 'Doc' – Courtesy of b-29doc.com

Volunteers have brought back to life an aging World War Two Boeing **B-29 Superfortress** bomber known as 'Doc'.

The bomber hasn't been started up again since it was last flown in 1956. Now volunteers have spent the past 15 years working on the bomber so that it can be flown again and has been fitted with four new radial engines.

The volunteer group has called themselves 'Doc's Friends' and they cannot wait to hear the roar of its engines again and for it to once again take to the skies.

The engines have been started up and this was filmed and streamed live on to the web via the website, www.b-29doc.com. Prior to the engine being started up again the fire shields, a new exhaust system and more than 35 spark plugs had to be fitted into each of the engines. Each engine has been started individually, so that the volunteers could check and monitor each for temperature and oil pressure. After all four engines functioned independently all four were later started at the same time.

The engines had been received two years ago and are new versions of the bomber's original 3350-57s. Doc had been part of a B-29 squadron called 'Snow White and the Seven Dwarfs'. Doc had been left to the elements in an airfield in California's Mojave desert, but was rescued by an aviation enthusiast in 1987. The bomber was then transferred to Wichita for restoration in 2000, even though it had to be parked for a while because of lack of funds. It was in 2013 that the current group of volunteers purchased the bomber and its latest round of restoration began. It was at Boeing's Wichita plant that over 1,500 of the B-29s were built. It was B-29s that dropped the atomic bombs on Hiroshima and Nagasaki, the kansas.com reports. Some of the volunteers also worked on the original B-29 production line.

Russ Co-Pilots Spruce Goose !



© Photo courtesy Russ Drosendahl

Here's Col. Russ Drosendahl in the right seat of the famous *Spruce Goose* – with, of course, Howard Hughes in the left seat.

The year was 1991 – and Russ Drosendahl was an officer in the TWA Seniors Club. They held their annual banquet under the wings of Howard Hughes's famous seaplane, *The Spruce Goose*, in its special domed display building in Long Beach.

After the banquet, the officers of the club got to have their photos taken inside the seaplane. Russ had his taken in the cockpit, sitting in the right seat beside the famous designer and builder of the plane, Howard Hughes (of course – really a lifelike mannequin).

Perhaps if Russ had truly been at the controls when the seaplane had taken flight – it would have flown longer and higher than Hughes took it. If dreams had wings!

Volunteer Hours for So Cal Wing – 2015

Report to: V.P. of Internal Administration, CAF HQ

Subject: Volunteer Hours for So. Cal Wing – 2015

Museum Volunteer Hours:	8,946
Maintenance Volunteer Hours:	21,597
Total Volunteer Hours – 2015	30,543

The members of our Wing continue to work hard toward the goals of our organization and the preservation of our country's history.

We have lost several of our long-time members who have flown west this past year, and we will continue to honor them in our efforts in 2016.

Submitted by: Col. Shirley Murphy
So Cal Wing Personnel Officer

Photo Page II: Joe's Memorial Fly-Bys



© Photo by Frank Mormillo

Our Mustang and Spitfire warming up before taking to the skies to honor Joe Peppito as the culmination to his Memorial Service on January 23, 2016.



© Photo by Frank Mormillo

The Zero joins the other fighters in taxiing out to form a fly-by in honor of Joe.



© Photo by Frank Mormillo

The Spitfire, Zero, Mustang and Hellcat line up and fly over the Peppito family – showing them how much Joe meant to our Wing – and how his work was integral in all those planes flying to honor his memory.



© Photo by Frank Mormillo

The Zero was the aircraft peeling off from the other planes in the "Missing Man" formation – symbolizing the person being memorialized – in this case, Joe Peppito, who has "Gone West."



© Photo by Dave Flood

Dick Troy (right) and Shawn Cogan checking out the Ash Disposal System Dick designed which can be attached to a plane's wing-tip – and which can carry sacred ashes and deposit them into the air on command through a radio signal from the cockpit.



© Photo by Arash Afshari

Joe's ashes being distributed from Col. Chris Rushing's AT-6 – just as Joe had requested. Rest in eternal peace, Joe.

Greetings from the Brinckerhoffs

Excerpts from the Annual Message from Jack and Jo Brinckerhoff

Caribbean Breezes

I know I have said this before, but...Washington State is NOT my favorite place to be in December/January. Let's see: would you choose 40 degrees and drizzle or 80's with tropical breezes and sunshine. Hello, Antigua! Let's get *Bodacious* back in the water!

Sounds easy, doesn't it? E-mail the marina, tell them to put her in the water, load a few provisions and off we go. If it works like that – why am I spending a week or more with mops, brush, buckets, paint roller, varnish brush and various and sundry other tools in hand? However, I do have to admit it is quite difficult to get much sympathy from friends and family stuck in freezing weather.

North Bound

But not too far north. It has been a while since we visited the northeast corner of the Caribbean chain. So we leave Antigua headed for the islands of the British and US Virgin Islands. Beautiful vistas, really good snorkeling, and the truly fine experience of renewing valued friendships. The Virgins have it all.

New Horizons

After four years of cruising the eastern Caribbean, Jo and I have decided to seek new horizons in a group of islands known as the ABCs - three fairly small islands located about 50 miles off the coast of Venezuela. That puts them roughly 450 miles from The Virgins and Puerto Rico. No big deal. At home, on the interstate, that's about 8 hours. However...the *Bodacious* boat travels at roughly 8 mph. Now do the math!! And the answer is about 57 hours, without a rest area!! A bit of an undertaking for just the two of us.

Bonaire

To describe Bonaire as a SCUBA diving Mecca would be a significant understatement. I know of no other place in the world with drive-in tank refill stations; scores of marked shore dive locations; a nearly continuous reef that is simply alive with all kinds of life from coral colonies – to invertebrates of every description – to fin fish of indescribable variety. Don't want to do a shore drive? If you are a cruiser, just step off the stern of your boat into a truly amazing underwater world. Want more company? Join one of the many dive boats operating out of any of the several world-class resorts that ring the island.

The people of Bonaire made a commitment several years ago to protect and preserve their reef system. As a result, boats are not allowed to anchor anywhere. You must

secure to one of the many mooring buoys. And the result of that commitment is obvious. The diving is superb.

Back To The Alps

When Jo and I reached Grindlewald, Switzerland, I was given the opportunity to test-fly a new glider. It didn't take long for me to fall in love with Advance Paraglider's new *Iota* as it carried me over mountain ridges, pristine lakes, and dense forests to Interlaken and my favorite landing area in front of the Hooters Restaurant! Jo, in the meantime, was kept busy in her continued quest to hike every trail in this part of Switzerland and take day trips to Italy with friend Karen. Don't know which of us had a more enjoyable time.

Stinson Gull Wing

Never hear of it? Neither had I – until the Nevada Wing of the Commemorative Air Force asked Jo and I to come out to Utah (that's where they had the airplane temporarily hangered) and begin the process of covering the ailerons with polyester fabric. The work went well and after about three weeks both ailerons were ready for paint – and we were headed east.



Jo and Jack, with the assistance of Nevada Wing members, finishing the Gull Wing Stinson's ailerons.



Nevada Wing's Gull Wing Stinson

Jo and I certainly hope you and yours have a

VERY MERRY CHRISTMAS



Happy New
Year
Jo & Jack
Brinckerhoff

Photo Page III



© Photo by Frank Mormillo
Gary Barber at his 80th birthday party. He's ready to "take the cake" home.



© Photo by Frank Mormillo
Gary sharing a laugh with all his well-wishers. His wife Nancy, behind Gary, is in on the joke.



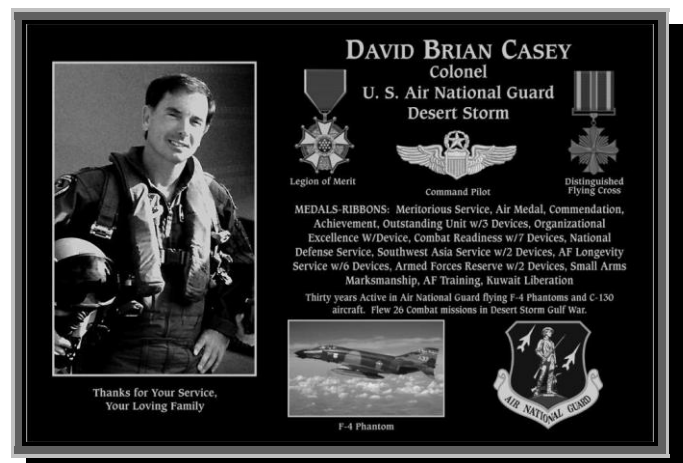
© Photo courtesy of Gary Barber
Here's Gary as an Air Force Reserve F-86 pilot.



© Photo by Dan Newcomb
Scott Drosos and Mike Hohls helping Stacey, Scott's girlfriend, into the back seat of our Mustang. Scott presented Stacey with a memorable ride in our P-51. To give a once-in-a-lifetime ride to a friend or relative, (or yourself) call 805-482-0064 for a reservation.

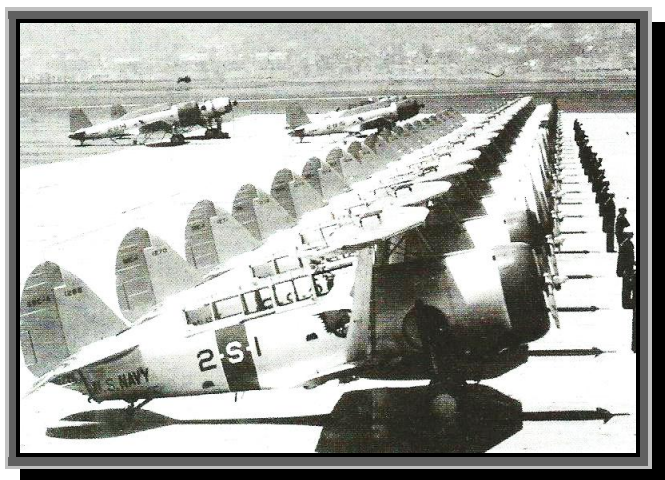


© Photo by Avery Willis
Docent Hugh Richards (left) with a visitor group from the Ascension Lutheran Church in Thousand Oaks. Our Docents are very knowledgeable about all our planes, and the stories that go along with them. To book a group tour in our Aviation Museum – call 805-482-0064.



We remember Dave Casey, who we lost two years ago.

The Last Biplane by Norman Polmar, author, *Ships and Aircraft of the U.S. Fleet* From "Naval History," U.S. Naval Institute, February, 2016



U.S. Naval Institute Photo Archive

Curtiss SBC-4 Helldivers of Scouting Squadron 2, assigned to the USS Lexington (CV-2), are lined up and ready for action in August, 1939.

The Curtiss SBC Helldiver holds two places in Naval Aviation history: First, it initially flew as a monoplane but was produced as a biplane, and, second, it was the last biplane combat aircraft procured by the United States.

While not unique, the SBC also had one of the most convoluted development histories of any military aircraft.

Curtiss – a leader in aircraft development for the Army and Navy in the 1920s and 1930s – produced a prototype monoplane two-seat fighter for the Navy in 1932 with the designation XF12C-1. The aircraft was in part a "Navalized" version of the Army's O-40 Raven reconnaissance plane, featuring a high-mounted parasol wing and fully retractable landing gear. The structure was all metal, except for fabric covering the movable control surfaces and the flaps. And, being intended for carrier operation, the naval aircraft had a strengthened fuselage, backward-folding wings, and an arresting hook.

The single XF12C-1 first flew in July, 1933. The Navy Department then decided to employ it as a scouting plane and changed its designation to XS4C-1 in December, 1933. The Navy soon changed the aircraft's role to that of a scout-bomber and, with a more powerful engine, the prototype became the XSBC-1 in January, 1934. The flight tests revealed a structural failure in the parasol wing during dives, with the aircraft crashing in September, 1934. (The Curtiss test pilot parachuted to safety.)

A new prototype was ordered as a biplane with an upgraded engine. This plane made its first flight as the XSBC-2 on 9 December 1935. It was in several respects a wholly-new design – but retained the same Navy serial number – 9225! It had a fuselage and tail surfaces of metal monocoque construction, with metal-frame wings and coverings of metal skin and fabric. Still another engine

change led to the aircraft becoming the XSBC-3. The Navy was so pleased with this variant that 83 planes were ordered with the designation SBC-3. Deliveries to the fleet began in July 1937, with Scouting Squadron (VS)5 receiving the first production aircraft.



© U.S. Navy Photo

A Curtiss SBC-3 on board a carrier off Hawaii – 1939.

A late-production plane was provided with a still more powerful engine and flew as the XSBC-4. This became the definitive Helldiver – the Curtiss-assigned name – and 174 production models followed. The U.S. Navy accepted the first SBC-4 in March 1939.

Several Navy scouting (VS) and bombing (VB) squadrons flew Helldivers. But the biplane SBC quickly was outdated as newer scout-bombers were delivered: the Vought SB2U Vindicator and, especially, the Douglas SBD Dauntless. At the time of U.S. entry into World War II in December, 1941 there were 69 SBC-3 and 117 SBC-4 aircraft in Navy and Marine service.



Curtiss SBC-4 Helldiver – USS Enterprise (CV-6), 1940

Curtiss SBC-4 Helldiver Specifications

Type:	Scout-bomber
Crew:	Pilot, radioman-gunner
Gross Weight:	7,632 pounds
Engine:	Wright R-1820-34 radial; 850 hp
Length:	28 feet, 2 inches
Wingspan:	34 feet
Wing Area:	317 square feet
Height:	10 feet, 5 inches
Max. Speed:	234 mph at 15,200 feet Cruise at 175 mph
Range:	400 miles with 500-pound bomb
Ceiling:	24,000 feet
Armament:	1 .30-caliber machine gun fixed forward-firing 1 .30-caliber machine gun rear swivel mount 1 500 – or 1,000 pound bomb