

Flight Line

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



March, 2016
Vol. XXXV No. 3

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© Photo by Arash Afshari

Three aviation legends – Si Robin, Clay Lacy, and Bob Hoover – visiting CAF - SoCal Wing



© Photo by Arash Afshari

Some of the VIPs who visited our CAF So Cal Wing's Aviation Museum on Saturday, February 27, 2016: (seated) David Price, (standing, left) Clay Lacy, (right) Si Robin. In the middle are Steve Barber, Sr., our Executive Officer and Randy Sherman, our Director of Development. Another aviation legend, Bob Hoover, joined this elite group later. See pages 10 and 11 for photos of their visit.

**Wing Staff Meeting, Saturday, March 19, 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.

March 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 Work Day	2	3 Work Day	4	5 Work Day
6	7 Museum Closed	8 Work Day	9	10 Work Day El Centro Air Show	11 El Centro Air Show	12 Work Day El Centro Air Show
13 El Centro Air Show	14 Museum Closed	15 Work Day	16	17 Work Day	18 Docent Meeting 3:30	19 Wing Staff Meeting 9:30 Work Day
20	21 Museum Closed	22 Work Day	23	24 Museum Closed	25	26 Work Day
27 Easter	28 Museum Closed	29 Work Day	30	31 Museum Closed	Museum Open 10am to 4pm Every Day Except Monday and major holidays	

	STAFF AND APPOINTED POSITIONS	IN THIS ISSUE
Wing Leader	* Ron Missildine (805) 404-1837 wingleader@cafsocal.com	Wing Calendar 2
Executive Officer	* Steve Barber (805) 302-8517 exo@cafsocal.com	Staff and Appointed Positions. 2
Adjutant	* John Lowe (714) 392-1692 adjutant@cafsocal.com	So-Cal Wing Early History 3
Finance Officer	* Paul Willett (818) 469-8480 finance@cafsocal.com	Tailhook Legacy Flights 9
Operations Officer	* Jason Somes (818) 292-4646 ops@cafsocal.com	VIP So-Cal Wing Visitors 10
Maintenance Officer	* Mike Perrenoud (805) 857-5580 maintenance@cafsocal.com	VIP So-Cal Wing Visitors II 11
Safety Officer	* Gene O'Neal (805) 383-9485 safety@cafsocal.com	Bob Thompson, Hall of Fame 12
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Public Info Officer	Pat Brown (805) 479-2221 pio@cafsocal.com	Peppito Family "Thank You" 16
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Friends Coordinator	Ceci Stratford (805) 630-3696 cecipilot@sbcglobal.net	Randy Sherman, MD, FACS 18
Air Show Officer	Jason Somes (818) 292-4646 ops@cafsocal.com	Randy Sherman Qualifies in the F6F . . . 19
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Historian	Ron Fleishman (805) 384-4426 oldplanec46@aol.com	Safety Corner 22
Training Officer	Dan Newcomb (661) 301-2354dannewcomb3@gmail.com	Photo Page 23
Wing Photographer	Arash Afshari (805) 279-1599 acafshari@gmail.com	Hellcat Day Flyer 24
Collections Manager	(Vacant)	
Newsletter Editor	Dave Flood (805) 402-8356 dmpflood31@gmail.com	
Newsletter Production	Casey de Bree (805) 205-0494 scdebree@aol.com	
Webmaster	Bill O'Neill (805) 495-4915 scwairshow@aol.com	
Librarian	Jim Hinkelman (805) 581-5520 (no e-mail)	
Displays/Artifacts Mgr.	Charlie Carr (415) 812-3317 charlescorycarrjr@yahoo.com	
	HANGAR PHONE (805) 482-0064	Submission Deadline - 15th of the month
	HANGAR FAX (805) 482-0348	Southern California Wing
	WEBSITE www.cafsocal.com	455 Aviation Drive
	E-MAIL admin.cafsocal.com	Camarillo, CA 93010-9501

* Denotes Staff Position

CONFEDERATE AIR FORCE



Dec. 6, 1980
Van Nuys 13:00 hrs.

FIRST SOUTHERN CALIF. MEETING

MINUTES

This first meeting was called to talk over plans for starting a Southern California Wing of the Confederate Air Force.

Col. L. Dickson Griffith spoke of his starting the New Mexico Wing. Col. Ralph Grasso also was trying to start a wing. It was suggested that we appoint some officers to get things started. Col. Stan Daniels M.D., recommended Col. Griffith as Commander, which was seconded and agreed to by all present. Col. Daniels recommended Col. Bill Gillespie, as Executive Officer, & he was seconded and all agreed. Michael Eisenstadt is being recommended as Operation Officer. Col. Griffith recommended Col. Ralph Grasso as Adjutant and Finance Officer, which was seconded and agreed to by all. Col. Vince Carbone volunteered as Information Officer to help with Public Relations for the proposed So. Calif. Wing.

Three CAF applications were handed out to future CAF members. The officers planned our next meeting for Friday, Jan. 9, '81 at 19:00 hrs., to which we will be inviting other Colonels & guests, who would make good future members. The meeting will be supplemented with the CAF film (to be supplied by Col. Griffith) and other short aviation films from Mike Eisenstadt and Col. Bill Gillespie.

Mike Eisenstadt volunteered his facilities (The Great Atlantic & Pacific Aeroplane Co.) at Van Nuys Airport, as our headquarters for all meetings & our base of operations, along with any secretarial help (typing & mailing) that his employees can help with.

We were all very excited and looked forward to our next meeting Jan 9, '81, when we will be talking to other Colonels, future Colonels, and their wives, who are also invited to this meeting. We felt it will be great to also have the support of our Culpeper's Angels.

The meeting was adjourned with everyone making ready for the Jan. 9, '81, meeting.

Ralph Grasso
Col. CAF
Adjutant/Finance Officer

THE CONFEDERATE AIR FORCE WANTS YOU

FORMATION **C.A.F.** WING at VAN NUYS

OPEN HOUSE

GREAT ATLANTIC & PACIFIC AEROPLANE COMPANY

16700 ROSCOE BLVD.

VAN NUYS CALIFORNIA

FOR

QUESTIONS - CALL:

COL. BILL GILLESPIE
EX. OFFICER

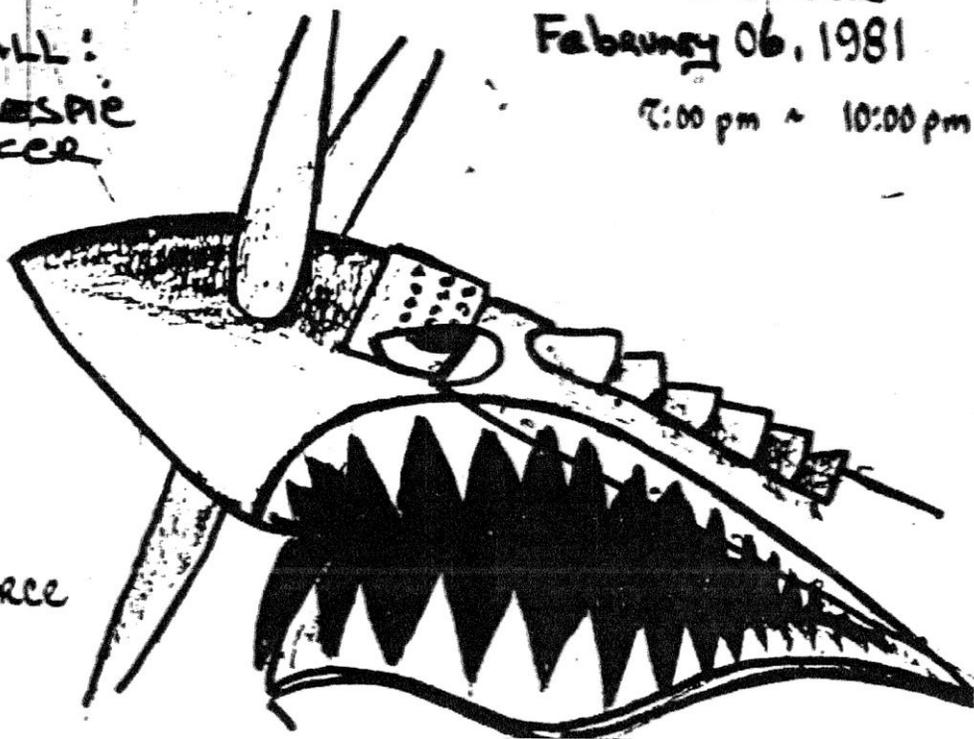
213-888-6278

Welcome to all pilots
& interested persons

Find out what the
Confederate Air Force
is all about!

FRIDAY NITE
February 06, 1981

7:00 pm ~ 10:00 pm



CONFEDERATE AIR FORCE



Feb. 6, '81
Van Nuys 19:00 hrs.

FOURTH SOUTHERN CALIF. MEETING

MINUTES

This was our second open house meeting, and about 150 Colonels & guests were in attendance.

Col. Dickson Griffith introduced the acting staff officers, and our honored guest Col. Mack Sterling executive Director from Headquarters in Harlingen. Col. Sterling spoke to the group & answered questions on CAF policies.

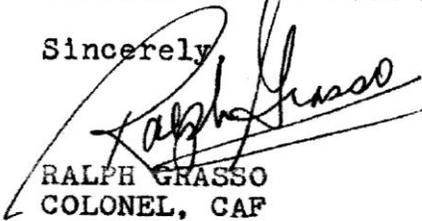
We presented the film on the History of the CAF & a film on the air races which also featured our flight safety officer, Col. Clay Lacy, flying his P-51 #64. Col. Lacy also spoke to the assembly on the CAF policies on flight safety & checkouts. Col. Lacy invited Colonels & guests to look over his P-51 which was being worked on in our building.

We collected 11 completed applications with checks toward new commissions. We had over 50 additional requests for applications which Col. Ralph Grasso is following up on.

Colonels & future Colonels are becoming even more enthusiastic with each meeting.

The meeting was adjourned with everyone looking forward to our next meeting.

Sincerely,


RALPH GRASSO
COLONEL, CAF
Adjutant/Finance Officer

CONFEDERATE AIR FORCE



FEBRUARY 1981

Vol. 1 No. 1

NOTCOL

* And in case you're wondering, NOTCOL (Notice to Colonels), the official newsletter of the Southern California Wing, is derived from NOTAM (Notices to Airmen).

* Facts, figures and faces from the January 9th Orientation-recreation meeting at the Great Atlantic and Pacific Aeroplane Company where more than 200 Colonels, wives and guests were in attendance started the Southern California Wing off with a Bang! Applications for commissions were requested by more than 100 individuals. Hungry for Local activity, eight Southern California members of the Arizona Wing were on hand. The cross section of attendees included Airline Captain-Colonels from American, United and Western; a former British Army Glider Pilot; an ex-B17 AC with 70 (count them!) missions over Europe; 1939-1945 fliers from all branches of the military as well as jet jockeys from later periods; a former Royal Air Force Pilot Officer; a Vietnam Chopper pilot -- in fact, a typical slice of CAF participation.

COL. DICK GRIFFITH, former commander and instrumental in the formation of the New Mexico, first wing out of Harlingen, is our newly elected Wing Commander for Southern California. Dick, cited the purpose of a "Wing and its formation" for Southern California, read the CAF RULES & REGULATIONS and introduced the proposed Officer Staff, which was formed from the nucleus of the beginning group. These officers will be voted upon at a later date by the Wing members once we receive our Charter from Harlingen and membership is stabilized.

A surprise guest in attendance was Col. Cam Bailey. Cam, a resident of Alberta Canada, came to LA, via AirSho '80, after "ditching" his job in the insurance business to become a member of the CREW on the CAF's recently acquired PBY Catalina which is on a good will tour to Australia.

Members in attendance came from as far away as San Diego, Bakersfield, and Ventura. COL. CLAY LACY, owner of P-51 #64 was in attendance and COL. MIKE EISENSTADT, owner of the Great Atlantic & Pacific Aeroplane Company, put his P-51 on Static Display for our Guests.

Our next open House, scheduled for February 6, 1981, Great Atlantic & Pacific Airplane Company, Van Nuys, promises to be very exciting. Besides having our "bar" facility, and some great films, we will have raffles for CAF Calendars and the "History of the Ghost Squadron" books. Plan to attend.

Behind every successful COLONEL, there's a GOOD WOMAN! Otherwise, we'd never get weekends off for CAF activities. In keeping with this high Southern Courtesy, wives currently involved are forming a full auxiliary. Those ladies interested should contact Mrs. Stan Daniels, our Wings Medical Officer's wife, for information regarding this program. Participation by wives and/or girlfriends (but rarely both) has long been considered essential to our mission. A court martial is currently underway in Harlingen for the COLONEL overheard to say: "Of course, if I can ever find a P-51 that kisses back....."

CONFEDERATE AIR FORCE



MEMORANDUM

DATE: March 12, 1981
TO: Colonels and Prospective Colonels
FROM: Col. Dick Griffith, Acting Wing Commander for the Southern California Wing
SUBJ: Collection of Aircraft

We have started one of the most important and exciting phases of the development of our Southern California Wing - the collection of World War II aircraft.

Col. Clay Lacy, our Operation Officer is the chairman of our Acquisitions Committee.

We need your help. As you know, we survive on tax deductible donations of money and aircraft. The following aircraft have been uncovered in the few weeks since our last general meeting:

A-26 - Status: Donation will be completed when appraisals are complete. Hopefully within 30 days.

Harvard MK-4 - Status: Negotiations pending.

C-46 - Status: Offered to us by National Headquarters - Detail now being worked on.

We badly need trainer tail draggers such as the Stearman PT-19 and the AT-6.

Please indicate whether you have interest in sponsoring any of these aircraft with a cash contribution. If you have any questions, call me at my business number, 557-0396 or at home, 822-5126; or Clay Lacy at 989-2900.

See you on the 20th.

Col. Dick Griffith

Confederate Air Force



Sixth So. Calif. Wing Meeting

March 20, 1981
19:00 hours

Minutes

This meeting was held at the Skytrails Restaurant in the banquet room, which is located on the Van Nuys Airport. The meeting was called to order by Col. Griffith, who introduced the acting staff officers. Col. Grasso read the minutes of our last general meeting.

Col. Bob Van Ausdell made a motion that our So. Calif. Wing dues be set at \$30.00 per yr. at this time. The motion was seconded and voted on by everyone unanimously. Col. Griffith explained & showed our official application/presentation for Wing status – which will be submitted to headquarters in Harlingen, along with over a dozen new applications for commission. A motion was brought up to set our meeting dates for the last Friday of every month. It was seconded and everyone voted unanimously.

Col. Griffith gave a report on our acquisition status. The C-46 is still in the works with headquarters. Col. John Bell, Sr. (Col. USAF, retired) who has 4,000 miles in the C-46s and is also an A&P and aircraft inspector, said he would do everything he can to get the C-46 ready and that he would fly it home to So. Calif. Col. Jim Monroe said he would donate \$350.00 to be a crew member on the C-46. Col. John Bell, Jr. (pilot with Western Airlines) owns a T-6 and, as a CFI, would be glad to help pilots with time in the T-6.

Col. John Bell, Sr. and Col. Bob Van Ausdell will be going to San Diego to make two more appraisals on the A-26. Col. Van Ausdell was one of the original eight pilots to checkout in the A-26 for the Air Force. Col. Bell, Sr. is also qualified to fly it. Col. Bob Sterr said as crew member/flight engineer in the service, he would donate \$1,000.00 to be a crew member on our A-26. Col. Van Ausdell would sponsor maintenance on the A-26 with a donation of \$3,500.00, and Col. Bill Main (American Airlines captain) would also sponsor maintenance on the A-26 with a donation of \$3,500.00. Col. Bob Sterr has aircraft guns & equipment he would like to donate to our So. Calif. CAF Museum. Col. Bill Main's wife, who is just becoming commissioned, volunteered to help set up our museum. Col. Harrison Bemis will try to work out some details to donate his PT-26.

Col. Ron Fleishman's wife Jerry spoke to the ladies on the Culpepper's Angels and advised the interested ladies to contact her or Linda Daniels.

Mentioned briefly was our upcoming plan for a fly-in meeting at Mojave. Committees will be formed to handle the activities as they come up. Applications for new commissions were requested and handed out.

Needless to say, the enthusiasm is very high and the meeting came to a close with the requested showing of The History of the CAF film.

The meeting was adjourned with everyone looking forward to the next general meeting on April 24, 1981.

Sincerely,
(signed)

Ralph Grasso
Colonel, CAF
Adjutant / Finance Officer

Notes from Pat Brown:

This was the first official membership meeting, and Cliff and I attended it. Cliff joined shortly after this meeting.

Ralph Grasso was a musician and a song writer of music for TV series. He also did some movie work.

NOTCOL

APRIL, 1981

Vol. 1, No. 2

- Wing acquisition of its first warbird is on short final. The WWII veteran is an A-26 (built by Douglas), not to be confused with the B-26 (built by Martin) and represents an outright donation to CAF by businessman Joel McNeal of San Diego. Letters of appraisal are in, transfer of title is pending, and a wing team already has completed work of recovering the light bomber's elevator, aileron and rudder surfaces at a cost of \$1,800. Final phase of initial restoration work will involve re-installing propellers and control cables before the A-26 – currently sitting at Gillespie Field, near San Diego – is ferried to its new home at Van Nuys Airport, with May 15 the loosely-scheduled date of arrival. Col. John Bell, Sr. and Col. Bob Van Ausdell, both type-rated in the A-26, will command the ferry crew.
- Donations, the essence of CAF funding, continue to be made to the Southern California Wing. Col. Van Ausdell and Col. Bill Main (an American Airlines captain from Thousand Oaks) have become our first A-26 sponsors, with donations (remember, they are tax deductible) of \$3,500

apiece. Col. Bob Sterr has pledged \$1,000 in exchange for the flight engineer's seat on the airplane. And money isn't our only "manna." Col. Mike Eisenstadt has offered a tie-down spot for the A-26 (plus other aircraft we might acquire) and aviation fuel – at cost.

- A date to be penciled in – the CAF's Arizona Wing, operators of the B-17G "Sentimental Journey," is planning to invade Southern California for a July 4 airshow at Brown Field, near San Diego, a repeat of last year's appearance. The event will provide a grand opportunity for Southern California colonels to meet their CAF neighbors swap lies, and maybe learn a little about revenues to be raised by airplane tours, PX souvenir sales, etc., during an air show appearance. Contact has been made with Arizona Wing staff and a flight line party has been suggested to extend hands across the Colorado River.
- And how we've grown! In December, the Southern California Wing held its first meeting with a roster of barely 15 colonels. In four months, membership has grown to more than 80 colonels – with new applications being received weekly. Among our more distinguished colonels are pilot-author Ernest Gann and Harry Combs, president of Lear Jet Corp.
- Last-minute glitzes prevented a group of Southern California Wing colonels from being at Edwards AFB to cheer the arrival of the space shuttle Columbia. Yet CAF was certainly represented at the landing. Astronauts Joe Engel and Jack Lousma, both scheduled to crew future space shuttle flights, are CAF colonels. And the NASA-CAF roster includes colonel-astronauts Gene Cernan, Wally Schirra and Deke Slayton.
- And, in passing, chuckles are still rolling around the O-Club at Rebel Field, Harlingen, Texas, concerning a conversation between a CAF colonel (pilot of the B-29) and a USAF colonel (pilot of a B-52). "You know," said the USAF type, "our organizations have much in common." "You mean we both fly bombers?" asked the CAF pilot. "Nope," answered his beer buddy, "we both fly obsolete equipment."



Boeing B-17G bomber "Sentimental Journey," once flown by the late So Cal Wing member Col. Bill Main.

Navy Tailhook Legacy Flights



Mission Statement – "The mission of the Navy Tailhook Legacy Flight Foundation is to keep the history and tradition of Naval Aviation alive. To accomplish this goal, the Foundation will support warbird aircraft maintenance, fuel and oil costs in support of CNAF approved flight crews flying in formation with active duty Naval Aviation aircraft in the 'Navy Tailhook Legacy Flight' demonstration.

The goal of these flights is to memorialize the rich history of those who have gone before us, promote the tradition and legacy of Naval Aviation and support the efforts of the United States Navy in attracting quality applicants to serve in Naval Aviation."

In addition to supporting the Navy warbird community, NTLFF will promote the history of Naval Aviation and the rich traditions that have carried it through the years. Through the use of electronic media, NTLFF will provide access to information on the various events, aircrew, personnel and aircraft that are part of the rich tradition of Naval Aviation and will feature information about the aircraft and pilots who perform the Navy Tailhook Legacy Flight.

Finally, there is a requirement for NTLFF to promote public awareness of their goals, public education of the Navy Tailhook Legacy Flight, promotion of general Naval Aviation history and career opportunities in Naval Aviation.

The Foundation's founding directors are Mr. Bernard Conaway, President/Director of Operations; Dr. Richard "Doc" Sugden, Warbird Logistics Director; and CAPT (Ret) Mark "Mutha" Hubbard, USN, Chief Air Show Liaison. Each director brings a wealth of knowledge and experience in all the areas the Foundation needs to be successful.

For more information visit www.ntlff.org or on [Facebook](#)

Editor's Note: Executive Officer Steve Barber, Sr., who was instrumental in the birth of these Legacy Flights, tells us that government budget cuts have severely impacted this program – suspending flights for now.

**VIP Visitors to CAF – So Cal Wing
Aviation Legends Bob Hoover, Clay Lacy,
David Price and Si Robin visited our facilities
on February 27, 2016 – invited by our Wing
Director of Development, Randy Sherman.**

They were escorted through our facilities, including the new hangar complex, by our Wing Leader Ron Missildine and Executive Officer Steve Barber, Jr., along with Randy Sherman.

They were received with high respect by all our members who were present, as their reputation as aviation pioneers is well known by all.

Hopefully, they enjoyed their day and will return often to visit us. We certainly were honored by their presence.



© Photos by Arash Afshari

Aviation legend and fellow member Clay Lacy's DC-3 "Mainliner O'Connor" in United Airlines colors, parked outside our new hangars after arriving with Clay and Si Robin from Van Nuys.



Deplaning from Clay Lacy's DC-3 were Clay and Si Robin, met by Randy Sherman (black shirt), Ramp Boss Dan Newcomb, and Cadet Emmalea McNay.



Bob Hoover, legendary test pilot, arrived shortly after Clay and Si in a private jet. Here he's greeted by Dan Newcomb. Note his trademark hat! He's one-of-a-kind!



(From left) Clay Lacy, Si Robin and Steve Barber speaking with David Price (blue cap). These gentlemen have so many years in aviation, so many miles flown, so many aircraft flown, so much donated to preserve aviation history - that it blows the mind!



Two pilots, Jason Somes (left) and David Price, greet each other enthusiastically! Of different generations, yet they have so much in common in aviation.

VIP Visitors to CAF – So Cal Wing: II

Yesterday was quite a day at the CAF. Clay Lacey flew his DC-3 over from Van Nuys and parked it on our ramp. Along for the ride was Si Robin. Randy Sherman flew left seat.

Soon they were joined by flying legend Bob Hoover who was flown in by jet.

Then - to top it off, David Price arrived on scene. Mr. Price and Mr. Hoover were making their first visits to our new hangars.

I was blessed to witness one of life's sweet and tender moments yesterday and I would like to share that moment with you. As many of you know, David has been very generous and supporting of our Wing. Also, David is the reason one of the finest grade schools in the nation, Oaks Christian, exists. Cadet Emma McNay is a senior at Oaks Christian. Emma had the wonderful chance to personally thank David. She told him that she was a Cadet at CAF and that her attendance at Oaks was, for her, life changing. She has a 4.0 GPA and is well on her way to a career in aviation.

For me it was a big thrill to see Clay Lacey, Si Robin, David Price and Bob Hoover together on our flight line. Four icons. Four legends in aviation. When men like this are interested in what we do at our Wing, I have to think that we must be doing something right!

With the continued support from people like this - anything is possible. We keep moving forward. The dream is becoming reality. I'm very proud to be a member of the CAF -So Cal Wing.

Dan Newcomb



© Photo by Dan Newcomb

Emma McNay, a CAF – So Cal Wing Cadet, telling David Price how much Oaks Christian School means to her. David was one of its founders. Emma has her pilot's license, & want to be a commercial pilot.



© Photos by Arash Afshari

Vince Gilligan, originator and producer of the hit television series *Breaking Bad*, talking with Bob Hoover, as Steve Barber, Sr. serves as the chauffeur.



Clay Lacey's Douglas DC-3 "Mainliner O'Connor" revs up – ready to taxi out after the memorable visit of four of the most illustrious gentlemen in the field of aviation to our CAF – So Cal Wing's new campus.



"Mainliner O'Connor" winging her way eastward toward Van Nuys Airport. "Flight Line" has already done biographies of Clay Lacey and Bob Hoover, and plan to do bios on David Price and Si Robin, and publish a Special Edition of all four in the near future.

Bob Thompson, CAF Hall of Fame Inductee

© All Photos Courtesy of Bob Thompson

Congratulations to our friend and former CAF So Cal Wing Wing Leader Robert V. (Bob) Thompson for his being Inducted into the Commemorative Air Force Hall of Fame.

Bob served in the U.S. Navy from 1956 to 1960 as an Aviation Electronics Technician and Combat Air Crewman in VS-23 on the USS Princeton (CVS-37) and the USS Yorktown (CVS-10) – operating S2F Grumman Tracker aircraft.

Bob joined the CAF in 1981 in Harlingen, Texas after attending AIRSHO and witnessing the Air Power Demo with the Tora Tora Tora act. He was highly impressed with announcers Ernie Ford and Eddie May.

In 1981/82 he joined the CAF So Cal Wing after first seeing the Curtiss C-46 Commando “Humpty Dumpty” at the AIRSHO in Harlingen. Bob joined Joe Peppito’s maintenance crew as a “grunt” when the C-46 was located at the east end of CMA airport. He was a charter member of the Saturday Breakfast Club at Cronie’s Restaurant in Camarillo.

Bob progressed through the ranks over the years with CAF So Cal Wing – Safety Officer, PX Officer, C-46 co-pilot, Air Show Officer and Wing Leader, in 1987 – 1989. He was the CAF So Cal Wing’s third Wing Leader, following Dick Griffith and C.E. Christie.



Here’s Bob (right) with four CAF So Cal members who succeeded him as Wing Leaders: Russ Drosendahl, Gary Barber, Steve Barber and Joe Peppito.

In 1984, Bob purchased SNJ-6 N5500V. He subsequently organized the “T6/SNJ Recovery Team” when he had a forced landing in the SNJ in Seal Beach, CA. Subsequent members of this elite group were: Bill Main – after landing “No. 290” in an Oxnard Christmas tree farm; and then Gary Barber – after landing “290” in a Santa Paula riverbed. All three claimed membership in the “Dead Stick Society.”



Bob with the Rocky Mountain Wing’s pride and joy – Grumman TBM Avenger #309

Also, in 1984, Bob joined CAF So Cal Wing members as participants in the C-46 “Strip and Paint” operation at the Van Nuys Airport CA Air National Guard base. The C-46 had been re-christened as “China Doll.”



Bob in the co-pilot’s seat of our Curtiss C-46 Commando “China Doll”

Bob was elected to the CAF General Staff in 1991. He served on the General Staff for twelve years, five years as Chief of Staff. He also served as a board member and Vice President of the American Airpower Museum. He also served as a member of the CAF Foundation, and of various CAF HQ committees.

Notable accomplishments during Bob’s involvement on the General Staff of which he is proud include:

- Building of Members Center
- Operation Catalina (payoff of PBY crash debt)
- Payoff of PX debt
- AAHM national accreditation
- Nose Art Gallery opening
- Initial restructuring of CAF management structure

CAF awards received by Bob include, in addition to his induction into the CAF Hall of Fame: the Lloyd Nolen Achievement Award (1999) and the Distinguished Service Award (1998 & 2007).

Continued on next page...

Bob Thompson, CAF Hall of Fame Inductee, continued...

In 1992, Bob became a PIC/Type Rated in the C-46 Commando "China Doll."

Bob and his wife Georgia moved to Colorado in 1995/96 and he became a member of the Rocky Mountain Wing in Grand Junction. He has been an active member of the Rocky Mountain Wing up to the present time – serving as Wing Leader, Operations Officer, Personnel Officer, and Air Show Coordinator. He became PIC/Type Rated Pilot in the Wing's Grumman TBM Avenger "309" in 1998. He also became a Rated Formation Pilot, Traron.



CAF Rocky Mountain Wing's Grumman TBM Avenger "309"

Bob has sponsored: the C-46 "China Doll;" PBJ-1J "Semper Fi;" F8F Bearcat; and TBM Avenger "309."

We are extremely proud of Bob and his accomplishments in both our Wing and in the Rocky Mountain Wing, and at CAF Headquarters. We know that Georgia has been right there with Bob throughout his illustrious CAF career.

Congratulations, Bob, from all of us at CAF So Cal Wing!



© Photo by Col. Sandi Caskey

Bob suiting up as "Chef" in the "O Club" at CAF Rocky Mountain Wing. His apron is labeled "I don't know how to cook!" Maybe Georgia can attest to that.

Legendary Zero Fighter Flies Over Japan For The First Time

KANOYA, Japan (AP) — One of Mitsubishi's legendary World War II fighter planes took to the skies over Japan on Wednesday. The restored "Zero" fighter made a brief flight to and from a naval base in southern Japan. Decorated former U.S. Air Force pilot Skip Holm flew the aircraft.

Zero fighters were considered one of the most capable fighter planes in World War II, rivaling the British Spitfire. Their long range allowed them to play a prominent role in the 1941 attack on Pearl Harbor. Only a few are still in operating condition.

This was the first flight over Japan for the widely used Model 22 of Mitsubishi's A6M fighter with its round wingtips.

This particular plane was found decaying in Papua New Guinea in the 1970s. It was owned by an American until Japanese businessman Masahiro Ishizuka purchased it and brought it to Japan last September.

"I wanted for the people of Japan and especially young people to know about this Zero airplane, as well as those who are old who remember the past," Ishizuka said. "Each of them should have different thoughts and perspectives on this, but I just want people to know how Japan has developed its technology."

Kamikaze pilots took off from the same airfield as Wednesday's flight, Kanoya Naval Air Base on the island of Kyushu.

Under its previous American owner, the plane made an appearance in the Hollywood movie "Pearl Harbor" and at various events in the United States.



Mitsubishi's legendary Zero fighter is prepared for a test flight at an air station in Kanoya, Kagoshima prefecture, southern Japan, Wednesday, Jan. 27, 2016.

© Hiroko Harima/Kyodo News via AP
Associated Press | Jan 27, 2016 | by Miki Toda

Where WWII Bombs Still Lie In Wait

Seventy years after World War II, thousands of undetonated U.S. bombs are still buried under German towns and cities. Writer Adam Higginbotham follows the race to defuse them—before it's too late.

IN MARCH 15, 1945, the first of more than 1,300 bombers crossed the Channel coast north of Amsterdam at an altitude of almost 5 miles. They flew on into Germany, and around 2:40 p.m., 10 miles northwest of Berlin, the city of Oranienburg appeared beneath them. Sitting in the lead plane, the bombardier stared through his bombsight into the haze below. Five bombs tumbled into the sky.



Between 1940 and 1945, U.S. and British air forces dropped 2.7 million tons of bombs on Europe, half of them on Germany. By the time the Nazi government surrendered, in May 1945, the industrial infrastructure of the Third Reich—railheads, arms factories, and oil refineries—had been crippled, and dozens of cities across Germany had been reduced to moonscapes of cinder and ash.

Under Allied occupation, reconstruction began almost immediately. Yet as many as 10 percent of the bombs dropped by Allied aircraft had failed to explode, and as East and West Germany rose from the ruins of the Reich, thousands of tons of unexploded airborne ordnance lay beneath them. In both East and West, responsibility for defusing these bombs—and for removing the innumerable hand grenades, bullets, and mortar and artillery shells left behind—fell to police bomb-disposal technicians and firefighters, the KMBD.

Even now, 70 years later, more than 2,000 tons of unexploded munitions are uncovered on German soil every year. Before any construction project begins in Germany, the ground must be certified as cleared of unexploded ordnance. Last May, some 20,000 people were evacuated from an area of Cologne while authorities removed a 1-ton bomb that had been discovered during

construction work. In November 2013, another 20,000 people in Dortmund were cleared out while experts defused a 4,000-pound "blockbuster"—a bomb that could destroy most of a city block. In 2011, 45,000 people were forced to leave their homes—the largest evacuation in Germany since World War II—when a drought revealed a similar device lying on the bed of the Rhine in the middle of Koblenz.

German bomb-disposal squads are among the busiest in the world. Eleven bomb technicians have been killed in Germany since 2000, including three in 2010 who died in a single explosion while trying to defuse a 1,000-pound bomb on the site of a popular flea market in Gottingen.

Early one winter morning, Horst Reinhardt, chief of the Brandenburg state KMBD, told me that when he started in bomb disposal in 1986, he never believed he would still be at it almost 30 years later. Yet his men discover more than 500 tons of unexploded munitions every year and defuse an aerial bomb every two weeks or so. "People simply don't know that there's still that many bombs under the ground," he said.

In one city in his district, the events of 70 years ago ensure that unexploded bombs remain a daily menace. The place looks ordinary enough: a drab main street, pastel-painted apartment houses, a McDonald's. Yet, according to Reinhardt, Oranienburg is the most dangerous city in Germany.

BETWEEN 2:51 AND 3:36 p.m. on March 15, 1945, more than 600 aircraft of the Eighth Air Force dropped 1,500 tons of high explosives over Oranienburg, a cluster of strategic targets including rail yards, a Heinkel aircraft plant, and two factories run by the chemical conglomerate Auergerellschaft.

As one squadron of B-17s followed another, almost 5,000 500- and 1,000-pound bombs fell across the rail yards, the chemical factory, and into the residential streets nearby. These bomb loads were unlike almost any others the Air Force dropped over Germany during the war. The majority of the bombs were armed not with percussion fuses, which explode on impact, but with time-delay fuses. The sophisticated, chemical-based fuses were intended to be used sparingly; U.S. Air Force guidelines recommended fitting them in no more than 10 percent of bombs in any given attack. But for reasons that have never become clear, almost every bomb dropped during the March 15 raid on Oranienburg was armed with one.

Screwed into a bomb's tail beneath its stabilizing fins, the fuse contained a small glass capsule of corrosive acetone mounted above a stack of paper-thin celluloid disks. The disks held back a spring-loaded firing pin, cocked behind a detonator. As the bomb fell, it tilted nose-down, and a windmill in the tail stabilizer began spinning in the slipstream, turning a crank that broke the glass capsule. The bomb was designed to hit the ground nose-down, so the acetone would drip toward the disks and begin eating

through them. This could take minutes or days, depending on the concentration of acetone and the number of disks. When the last disk weakened and snapped, the spring was released, the firing pin struck the priming charge, and—finally, unexpectedly—the bomb exploded.

Around 3 o'clock that afternoon, a B-17 released a 1,000-pound bomb some 20,000 feet above the rail yards. Quickly reaching terminal velocity, it fell southwest, missing the yards and the chemical plants, hurtling instead toward the canal and the two bridges connecting Oranienburg and the suburb of Lehnitz. Before the war this had been a quiet spot beside the water, leading to four villas among the trees. But now it was occupied by anti-aircraft guns and a pair of narrow, single-story wooden barracks. This was where the bomb finally found the earth—plunging into the sandy soil at more than 150 miles per hour before coming to rest deep underground, nose up.

As the shadows of the trees on Lehnitz-strasse lengthened in the low winter sun, acetone dripped slowly from the shattered glass capsule within the bomb's fuse. Taken by gravity, it trickled harmlessly downward, away from the celluloid disks it was supposed to weaken.

Less than two months later, Nazi leaders capitulated. In the months following V-E Day that May, a woman who had been bombed out of her home found her way, with her young son, out to Oranienburg. The town was a constellation of yawning craters and gutted factories, but not far from the canal, she found a small wooden barracks empty and intact. She moved in with her boyfriend and her son.

PAULE DIETRICH BOUGHT the house on the cul-de-sac in Oranienburg in 1993. He and the German Democratic Republic had been born on the same day, Oct. 7, 1949, and for a while the coincidence seemed auspicious. When he turned 10, he and a dozen or so other children who shared the birthday were taken to tea with President Wilhelm Pieck. At 20, he and the others were guests at the opening of the Berlin TV tower, the tallest building in all of Germany. Over the next 20 years, the republic was good to him. He drove buses and subway trains for the Berlin transit authority. He was given an apartment, and he became a taxi driver.

In nearby Oranienburg, where his mother had lived since the 1960s, Dietrich met an elderly lady who was trying to sell a small wooden house down by the canal—an old Wehrmacht barracks she'd lived in since the war. It needed a lot of work, but it was right by the water. Dietrich sold his car and mobile home to buy it and began working on it whenever he could. His girlfriend and Willi, their only son, joined him, and slowly the house came together. By 2005, it was finished—with a garage, a new bathroom, and a brick fireplace. Dietrich began living there full-time from May to December and planned to move in permanently when he retired.

Like everyone else in Oranienburg, he knew the city had been bombed during the war, but so had a lot of places in Germany. And parts of Oranienburg were evacuated so frequently that it was easy to believe there couldn't be many bombs left. Most people simply preferred not to think about it.



Bomb removal in the city of Dortmund in 2013

The state of Brandenburg, however, knew Oranienburg presented a unique problem. Between 1996 and 2007, the local government spent nearly \$50 million on bomb disposal—more than any other town in Germany. In 2006, the state's ministry of the interior commissioned Wolfgang Spyra of the Brandenburg University of Technology to determine how many unexploded bombs might remain in the city. Spyra calculated that 326 bombs—57 tons of high-explosive ordnance—remained hidden beneath the city's streets and yards.

The celluloid disks in the timing mechanisms had become brittle with age and acutely sensitive to vibration and shock, and the bombs had begun to go off spontaneously. A decayed fuse of this type was responsible for the deaths of the three KMBD technicians in Gottingen in 2010. They had dug out the bomb, but weren't touching it when it went off.

In January 2013, Dietrich read in the newspaper that the city of Oranienburg was going to start looking for bombs in his neighborhood. He had to fill out some forms, and in July, city contractors arrived. They drilled 38 holes in his yard, each more than 30 feet deep, and dropped a magnetometer into every one. A month later, they drilled more holes. They were zeroing in on something, but didn't say what.

It was nine in the morning on Oct. 7, 2013—the day Dietrich turned 64—when a delegation of city officials arrived at his front gate. "There's something here," the officials told him. "We need to get at it." Nobody used the word "bomb."

They marked the spot beside the house with an orange traffic cone and prepared to pump out groundwater from around it. Throughout October, the contractors had pumps running round the clock. They started digging at 7 every

morning and stayed until 8 every night. They drank coffee in Dietrich's carport. "Paule," they said, "this will be no problem."

It took them another month to uncover the bomb, more than 12 feet down: 1,000 pounds, big as a man, rusted, its tail stabilizer gone. They shored up the hole with steel plates and chained the bomb so it couldn't move. Every night, Dietrich stayed in the house with his German shepherd, Rocky. They slept with their heads just a few feet from the hole.

On Nov. 19, the contractors were drinking coffee when their boss arrived. "Paule, you need to take your dog and get off the property immediately," he said.

Dietrich took his TV set and his dog and drove to his girlfriend's house. The streets around his house were sealed off. Two days later, he heard on the news that the KMBD said the bomb couldn't be defused; it would have to be detonated. He was walking with Rocky in the forest a mile away when he heard the explosion.

Two hours later, when the all-clear siren sounded, Dietrich drove over to his place with a friend and his son. He could barely speak. Where his house had once stood was a crater more than 60 feet across, filled with water and scorched debris. The wreckage of Dietrich's front porch leaned precariously at the edge of the crater. Dietrich wiped away tears. He was less than a year from retirement.

Sitting at a small table, Dietrich chain-smoked Chesterfields. He said he realized that he and his family had been lucky. Every summer, his grandchildren had played in a plastic pool near where the bomb had been lying; at night, they slept in a mobile home beside the pool. "Directly on the bomb," he said.

Dietrich had been offered scant financial compensation by the authorities – technically, the federal government was required to pay only for damage caused by German-made munitions. But he had a rendering of the new home he wanted to build on the site. It had on been the best prefabricated bungalow available in East Germany, he said, and a contractor in Falkensee had given him all the components of one, except for the roof. Even so, more than a year after the explosion, he hadn't started work.

Outside, he showed me why. In the grass at the bottom of an embankment was a patch of sandy ground. Men from the city had recently marked it with two painted stakes. They had told him only that it was a "double anomaly," but he knew precisely what they meant. Paule Dietrich had two more unexploded American bombs at the end of his yard.

Excerpted from an article that originally appeared in Smithsonian. Reprinted with permission.

Thanks to Casey de Bree for spotting this article.

"Thank You" From Joe's Family

"To all the Commemorative Air Force members and friends:

We want to say **thank you!** for all that you did for Joe's big sendoff.

We especially want to thank Dick Troy, Jim Stirone and the two Cadets for all the hard work and many hours they spent on the special Ash Dispersal System – "God's Box" – that worked so beautifully.

You all know that Joe gave you thumbs up on all the work everybody did to put his memorial together for him. It was something that will always be remembered by all of our family.

Many thanks to Chris Rushing for the use of his T-6 and the many flights he did on Saturday the 23rd, knowing the last one was the most memorable one.

And to Steve and LaTanya Barber – our thanks to you both: Steve, for everything you have done with and for Joe over the years, and LaTanya, many thanks for the lunch buffet you put together for us – everyone enjoyed it!

From all The Peppito Family – again, many thanks!"

Marge, Susan, Tim, Howard and Kim

+++++



"My Family would like to thank you for the Beautiful Memorial you gave my Dad, Joe Peppito. We cannot think of any better way to put his final wishes and closure to his passing. Our Family was very deeply touched by all the members of the CAF and the kind words spoken about him. We know his wisdom and spirit will live on with the CAF for years to come! God Bless you all and thank you all for the beautiful memorial presented to my Dad, Col. Joe Peppito."

Sincerely,

Howard Peppito



Commemorative Air Force

455 Aviation Drive, Camarillo, CA 93010

Volume 10, Number 1

(805) 482-0064
www.cafsocal.com

February, 2016



© Photo by John Cutright

A big smile by Col. Randy Sherman after successfully soloing in our F6F Hellcat fighter.

Dear Friends of the Museum,

As always, we truly appreciate your support!

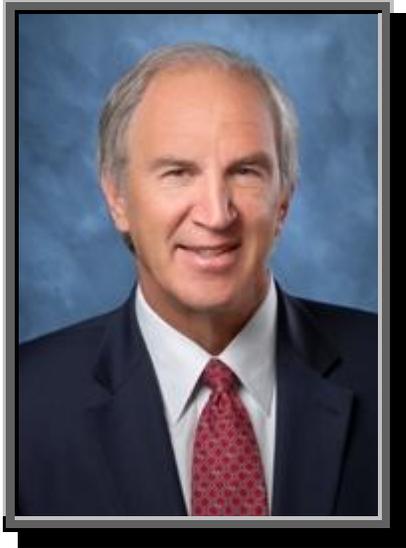
We have made tremendous progress with our new hangar. It's just about finished and we even can put airplanes in it temporarily. It's so HUGE, I just can't believe it. This project is giving us more room for housing and working on our airplanes. It also allows us to host larger events which dramatically increase our income, especially now that we will have even more expenses due to our expansion.

Stop by to see the big ramp and HUGE new hangar!!!

SAVE the DATE: On Saturday, May 7, 2016 we will be having a special presentation at CAF So Cal Wing on the Hellcat; the most prolific U.S. Fighter in the Pacific Theater of Operations. Our Hellcat is one of 5 in the world that are still flying - learn more and SEE IT FLY! I hope you can be there.

Ceci Stratford
CAF So Cal Wing
Friends of the Museum Coordinator

Randy Sherman, MD, FACS



In the Best of Hands : Here and around the world, Dr. Randy Sherman repairs devastating wounds inflicted by nature and accidents. Only family and flying, perhaps, bring him more happiness.

Dr. Randy Sherman serves as the vice chairman of the Dept. of Surgery at the Cedars Sinai Medical Center.

Dr. Sherman is a diplomate of the American Board of Plastic Surgery as well as the American Board of Surgery and holds the Certificate of Added Qualification in Surgery of the Hand specializing in reconstructive microvascular surgery, aesthetic and reconstructive breast surgery, hand surgery, cosmetic surgery, and the care of difficult wound problems. He has served as a director of the American Board of Plastic Surgery as well as the American Board of Surgery.

Dr. Sherman earned his medical degree from the University of Missouri - Columbia in 1977. He completed general surgical training at the University of California, San Francisco and the State University of New York at Syracuse. His plastic surgery training took place at the University of Southern California in 1985 after which he joined the faculty in the Departments of Surgery, Orthopedics, and Neurosurgery.

Dr. Sherman serves as the Chief Medical Officer of **Operation Smile**, a global medical charity concerned with the reconstructive surgery of children with congenital and acquired deformities.

As founder of the Southern California Chapter of **Operation Smile**, he has participated in and led *Operation Smile* medical missions to most of the organization's partner countries. In 1999, he participated in **Operation Smile's** World Journey of Hope, which circled the globe in a flying hospital bringing reconstructive surgical services to more than 5,000 children. He has served on the **Operation Smile's** Board of Governors, more recently the

Board of Directors, and has most recently been appointed as the chief medical officer. In this capacity, he has been a consultant with the United States Navy in the planning and deployment of several humanitarian missions involving the USNS Mercy and Comfort hospital ships, including the most recent medical mission to provide relief for earthquake victims in Haiti.

Dr. Sherman has authored numerous articles, chapters, and books in his specialty and has lectured nationally and abroad. He served as the reconstructive surgery section editor for the *Journal of Plastic & Reconstructive Surgery*, as well as on the editorial boards of the *Journal of Reconstructive Microsurgery*, the *Journal of Hand Surgery*, the *Annals of Plastic Surgery* and *Surgical Rounds*.

When not in the operating room, Dr. Sherman is a commercial pilot and flight instructor rated in single and multi-engine aircraft, floatplanes, helicopters, sailplanes, jets and WWII warbirds. He serves as an FAA designated Senior Aviation Medical Examiner and is a volunteer pilot for the Santa Monica Museum of Flying and the Lyon Air Museum. He also serves as a trustee for the American Air Museum in Duxford, England. He writes for both *Plane & Pilot*, and *The Pilot Journal*.

Randy pilots underprivileged children on flights in his plane when he isn't playing jazz piano with his band, *Surgeons of Note*, at meetings of the American Society of Plastic and Reconstructive Surgeons.

He is the proud father of Max Lassen Sherman.

Randy has just recently soloed in our F6F-5 Hellcat.



Randy (L.) with Bob Goff and his DeHavilland "Beaver" seaplane. Bob introduced Randy to a young Ugandan child who had been abducted and mutilated by witch doctors. Randy helped to bring the child from tragedy to hope within a few months.

Randy – we are so proud to have you as a member of our CAF-So Cal Wing. Thank you for all you are doing for our Wing!

Col. Randy Sherman Solos in the F6F

© All photos by John Cutright



Col. Randy Sherman taxiing out to the run-up spot at Camarillo Airport on his first solo flight in our Grumman F6F-5 Hellcat "Minsi III" fighter.



He's off! Randy's takeoff looks good – and he is now into his solo flight in the type fighter that helped the U.S. win the war in the Pacific.



Here's Randy after having "slipped the surly bonds of earth, and danced the skies on laughter-silvered wings" *– doing his required solo fly-by over CMA.

**High Flight*, John G. McGee, Jr.



A picture-perfect landing after a memorable solo flight – all systems AOK!



Randy back on "terra firma" after his successful flight – pulling in to our ramp.



Some friendly pilot de-briefing from his good friend and check-pilot Steve Barber.



Like everything else he does, Randy dives headlong into whatever it is that needs doing! Congrats, Randy on your successful solo!

So Cal Wing's F6F-5 Hellcat: History

© By Bill Coombes, *The Dispatch*, Fall, 1998.

"All of the airplanes in the CAF fleet have checkered pasts: after all, most things fifty years old or more are bound to have interesting tales to tell. The CAF's Hellcat, N1078Z, is certainly no exception, and one could even say its past is more unusual than most. The tale of this 'Cat begins with a bit of an identity crisis. It seems that our Hellcat should more accurately be termed an Alley Cat, as its official designation, according to the FAA, is "S & S Special Grumman F6F." It is a parts airplane, consisting mainly of an F6F-3 fuselage mixed with a considerable number of F6F-5 parts and modifications. It even has the brakes off its arch rival the F4U Corsair. Its lineage, then, is rather difficult to assess, and our 'Cat's story all starts with the first owner, Col John Sandberg of Minneapolis, Minn .

It was Col Sandberg who discovered this particular airframe or at least the majority of it, derelict on the airport at Fergus Falls, Minnesota in 1961. As Sandberg said, it was "a real bad airplane," having been stripped of everything removeable and then used for target practice by the locals. Several important things were missing, big pieces as well as little. In the later category were the Grumman data plate and any Navy serial number, making the identification and establishment of ownership "interesting." The airport manager accepted the responsibility of selling the hulk and soon Sandberg found himself the owner of most of the pieces of an F6F. After temporary yet time-consuming repairs, the Hellcat was ferried back to Minneapolis, and the next two years were spent restoring the big Grumman and registering it with the proper authorities.

There was some initial thought given to using the Hellcat for aerial photography, and then there was a plan to race the rather chunky fighter. Toward this outcome the wings were clipped seven inches on each panel, the intercooler openings in the cowling were filled in, and a general lightening of the airframe was done. Several years later, Sandberg decided to part company with the Hellcat after an engine failure and subsequent forced landing. After repairing the airplane it was flown to Harlingen for an airshow and left there. Sandberg said he would be willing to sell it to the CAF if a sponsor could be found for it. Col Lloyd Nolan, sensing an opportunity not to be passed by, bought the airplane for \$20,000. Several months later, in the fall of 1970, Col Ed Messick bought the airplane from Nolan with the assurance that it would continue to fly with the CAF. Messick later donated the Hellcat to the CAF.

Some restoration of the airplane was done, and it flew with the CAF fleet regularly until a variety of problems kept the F6 grounded. First was a problem with the fuel tanks

delaminating, which led to the need for a new engine, one of three it has had, which was followed by some hydraulic problems. While these problems were being attended to, the airplane acquired a new paint scheme, its former VF-12 USS Randolph giving way to a tri-color blue over blue over white Navy scheme, with markings as used on Lt. Francis Fleming's VF-16 Hellcat, circa 1943. However, a series of nagging mechanical gremlins kept appearing.

By 1986, the Hellcat was one very tired airplane, badly in need of a major restoration. Col Joe Mabee stepped forward to accept responsibility for 1078Z and in July of that year it arrived at Classic Aero, Inc., at Mabee Ranch to begin what would become a 12 year project. Initial examination of the airplane revealed some interesting items. For starters, the wings were still clipped, although they had the correct tips on them, fitted with liberal amounts of Bondo; the flaps worked, asymmetrically on occasion; two of the four upper cowl flaps were bolted shut; the oil cooler shutter was bolted open; the hydraulic system needed a complete rebuild from the sump out to each individual system; almost all the tubing in the entire airplane leaked and needed to be replaced; and the induction system, cobbled together out of aluminum and galvanized flex tubing was "quite a mess," in the words of Classic Aero's Ken Shugart.

Additionally, the main and tailwheel tires were deeply gouged; the hinge mechanism for folding the wings was seriously corroded; the wiring was "heat treated," being generally old, cracked and worn; more Bondo had been used all over the airplane to disguise forty years worth of dents and dings; and the entire horizontal stabilizer was loose, moving about ½ inch in all directions. On the plus side, the engine checked out perfectly! With a determination to see the F6F back in the skies, Col Mabee gave Shugart the go-ahead and work commenced/

When one sees the big 'Cat today, with fully 50 percent of the skin on the entire airplane being new, with an entirely hand-built induction system, all new tubing throughout the airframe, etc., one realizes that this is essentially a factory-fresh Hellcat, rebuilt by essentially a two man crew. A few new sponsors came forward, but the primary financial responsibility, which was significant, was borne by Col Mabee until Col David Price stepped into the picture in October of 1995 to provide funding to finish the Grumman.

Today, 1078Z has completed its test flights and has performed flawlessly. Painted in the 1944 Navy scheme of all-over dark blue with white markings, the big fighter makes a beautiful sight against the white clouds and clear skies over CAF Headquarters. Such sights, common fifty years ago, serve to remind us of the need to keep these magnificent aircraft in the air, as a reminder to all Americans of the accomplishments and sacrifices, for us today, of yesterday's generation."

THE YEAR 2015 - CECI'S AND CHUCK'S ADVENTURES

As usual, we're late with our holiday letter, but we have good reasons! Here they are:

- In January Ceci had foot surgery to remove an offending bone. Pain was reduced, but not entirely. Throughout the year she had 3 cortisone shots. What a miracle drug! But it wears off and pain sets in. She decided to bite the bullet and have surgery on February 23, 2016 – a fusion of 2 joints which should "eliminate" the pain, with a 3 month recovery. Surgery went well and she's scooting around the house in her knee scooter & sleeping in the hospital bed downstairs. Chuck is a great and understanding caregiver!
- California has had a severe drought and we decided to do our part to conserve water. We re-landscaped our entire yard with California native, drought resistant plants. Our fabulous designer, Jennifer, planned a beautiful, always blooming yard, a showpiece in the neighborhood. Most fun was choosing pots, fountains and boulders!
- So, we didn't fly much. One memorable flight was to Paso Robles to visit our winemaker friends Martha & Mike James (Hidden Oak Winery). There's nothing like barrel tasting in the lab and sitting on their porch overlooking the vineyards!
- Ceci continues to fly Young Eagles and inspire young people to get into aviation, as well as helping kids and adults get flying scholarships. Chuck volunteers on the B-25 Executive Sweet. We got to fly in her to the Apple Valley Air Show!
- A September trip (via American Airlines) was to Florida to Ceci's late husband Mal's 41-G Flying Class reunion. Two original cadets (Bob Brocklehurst and Charlie Cunningham) were there along with many family members. We've become close to these wonderful people over the years, sharing stories and bonding over our love of the Greatest Generation. Other short trips were to Phoenix (family and friends) and Tucson.
- Thanksgiving was at our home! Some from both Ceci's family (Ed, Beth and daughter Katie) and Chuck's family (Stepson Rick and son John, DeAnne and grandson Cameron. We had a feast, helped by everyone!
- In December Chuck lost his younger sister, Karen. It's been hard adjusting to the fact that she's not there for him anymore.

May 2016 bring you much joy and peace. We hope to see you, who we love, even though we're in touch sometimes only once a year. Do call and come visit.

Hugs,

Ceci and Chuck



Ceci and Chuck, with Martha, tasting the vintage at Hidden Oaks Winery in Paso Robles.



Ceci doing what she loves to do, giving "Young Eagles" the opportunity to enjoy flying at a young age. She has encouraged many young people, and particularly young women, to become aviators.



Chuck has spent hundreds of hours helping to keep our neighborly B-25 "Executive Sweet" in flying condition.



And heeeeeeere they are – still flying together!

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

Safety is not a seasonal event – it happens every minute of every day. So every minute – we must all be aware of our safety and the safety of others.

If any procedure does not look safe – STOP! Evaluate the situation, make it safe, and then continue.

I hope you have all seen the gross pictures of the finger damage caused by catching the ring in a stationary object while working. Wearing a ring while working is an individual choice, but be aware of the possible injuries.

SAFETY involves everyone!

ACCIDENTS CAN BE PREVENTED.



Wing's Air Shows: 2016

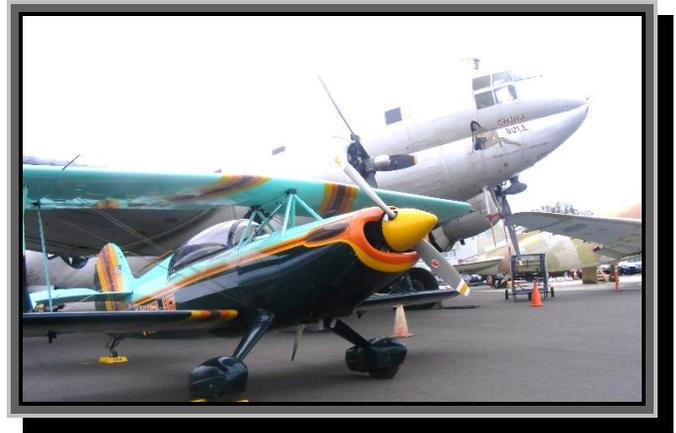
March 10-13	EI Centro NAF	All available aircraft
March 12	Palm Springs	Spitfire
April 15-17	March AFB	All available aircraft



© Photo by Frank Mormillo

CAF – So Cal Wing's Zero and Hellcat in a dogfight at a Southern California air show.

Jessica's Skybolt



© Photo by Dave Flood

Jessica Bauman flies in to our CAF – So Cal Wing's Aviation Museum in her sporty little biplane – a Steen Skybolt. "China Doll" is looking askance at this brash little upstart – who probably could fly rings around her.

The Steen Skybolt

The aircraft has a classic structure consisting of a welded tube fuselage and wooden wings, all fabric covered. It is a tandem open-cockpit two-seat biplane and is stressed for normal aerobatics. The cockpits are frequently constructed as a single tandem cabin with an enclosing bubble canopy. Some aerobatic competition aircraft are built as single seaters with the front cockpit closed off.

The original Skybolt had a 180 hp (134 kW) Lycoming HO-360-B1B engine, but powerplants of 150 to 260 hp (112 to 194 kW) can be installed.

The Skybolt has become popular as an amateur-built sporting biplane, with over 400 aircraft having been completed from construction plans sold in over 29 countries. A Skybolt won the Reserve Grand Champion Custom Built for 1979 at the Experimental Aircraft Association airshow in Oshkosh Wisconsin. Sixteen examples were registered in the United Kingdom in January 2009.



The original Steenaero Hale Wallace Skybolt "Yellowbird"

Photo Page



© Photo by Avery Willis
5th grade visitors to our Aviation Museum from Ansgar Larsen Elementary School in Oxnard.



© Photo by John Cutright
Trace Eubanks, the Mustang Crew Chief, working with Tom Newhard on getting the P-51 in the air.



© Photo by Avery Willis
Our Russian Yak 3 fighter nearer completed renovation. Kudos to the team for its progress!



© Photo by Dan Newcomb
T-34s in formation on the way to a Fly-In in Palm Springs. Marc Russell's T-34 on the left (with red tail).



© Photo by John Cutright
Jeff Nelson and his crew of Wiring Gurus. They spent many hours putting in the final wiring on the PBJ-1J "Semper Fi."



© Photo by John Cutright
Col. Lloyd McAfee working diligently on cutting the letters on a metal "CAF" sign. Lloyd "wears many hats" while working on multiple projects in our Wing.

Hellcat Day



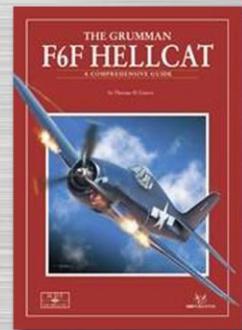
Sunday, June 19, 2016

Fathers' Day - 11:00 a.m. to 2:00 p.m.

Commemorative Air Force Aviation Museum

455 Aviation Drive, Camarillo Airport

- Presentations on The History of Our Hellcat***
- Thomas Cleaver, author of "The Grumman F6F Hellcat: A Comprehensive Guide" (SAM Publications)***
- Pilot Questions and Answers***
- Fly-bys of our Grumman F6F Hellcat "Minsi III"***



Bring your father/ grandfather/ husband/ boyfriend to our Aviation Museum for a Fathers' Day treat. His/ their mind(s) and heart(s) will soar with the Hellcat. It will be a day he/ they will remember forever!