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April, 2020 Vol. XXXIX No. 4

COMMEMORATIVE AIR FORCE

Visit us online at www.cafsocal.com.



We salute our members who have "Gone West." See Page 13



Photo by Kevin Hong Our F6F-5 Hellcat "Minsi III" piloted by Mike Hohls flying tight with the F7F Tigercat "Here Kitty Kitty" of Lewis Air Legends.

THE CAF IS A PATRIOTIC ORGANIZATION DEDICATED TO THE PRESERVATION OF THE WORLD'S GREATEST COMBAT AIRCRAFT.

April 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
10am to 12 Closed M	Museum Open 4pm Tuesday - 3 pm to 4pm Sund londay and Majo	Saturday ays r Holidays	1	2 Work Day	3	4 Work Day
5	6 Museum Closed	7 Work Day	8	9 Work Day	10	11 Work Day
12	13 Museum Closed	14 Work Day	15	16 Work Day	17	21 Work Day
22	23 Museum Closed	24 Work Day	25	26 Work Day	27	28 Work Day
29	30 Museum Closed	31 Work Day	32	33 Work Day		

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Remembering Russ Drosendahl

In 1994 I spent much of my time taking care of my husband Mal. I was reaching the end of my rope and needed to get away for awhile. Mal's 41-G Flying Class reunion in St. Louis was coming up and I wanted to go very badly. The other World War II pilots and wives of 41-G were the most wonderful people I had ever met (after all, they were part of "The Greatest Generation"). Mal and I had gone to many reunions together and felt a close bond with them.

Russ knew how much I wanted to attend and offered me a buddy pass for a round trip flight on TWA. I was ecstatic and took him up on his offer. He enabled a trip of many memories, many sad, many warm and wonderful, but a trip to honor Mal and be with his flying pals of 41-G. It was a fun and heartwarming trip for me which I couldn't have done without Russ's generosity.

Mal died 6 weeks later - which made that trip even more memorable. I always felt close to Russ, and over the years I've remembered and appreciated his thoughtfulness, trying to tell him that as often as I could. I'll certainly miss him now that he's gone to be with the other WW II pilots of his Greatest Generation.

Russ, thank you for your warm and sweet disposition, and your kindness. You've been an inspiration to all of us.

Blue skies!

Ceci Stratford

"As long as we are still remembered in the hearts of our friends and relatives, we will never really be gone."

Colleen Cason

Russ was one of our major contributors. His plaque is on the wall out in front. Many of you may never have known Russ, because he had given up driving when he reached the age of 90, and did not come out to our Wing much after that. He joined our Wing in the fall of 1982. He was one of the last of the early members of our Wing.

Russ was a retired airlines pilot and a pilot of the C-46 "China Doll" (our first airplane), and was also one of our Wing Leaders in the 1980s. Russ also liked classic cars, and treated his autos very well. In the 1980s he liked to drive his cars to Camarillo.

Russ was one of the early group of contributors for the SNJ #290. He and some other members purchased the SNJ and worked on it for about a year, and then donated it to the CAF. It was our second aircraft, and much cheaper to operate than the C-46. It was our saving grace at times.

I've been to many air shows with Russ on the C-46. It was always a pleasure to be in his company. Once we were on a very smooth flight, and he had me come sit in the right seat for a few minutes and get the feel of the aircraft flying. That was a real treat for me!

When we first got the PBJ, Russ and another pilot were going to taxi the PBJ out to the run-up area to see how the instruments responded. I got in the nose seat and was all excited to think we might take off and go around the pattern. I was a little disappointed when Russ taxied back to the hangar.

Russ was a very "calm, cool, collected" type of pilot. He had been a pilot in WWII before the airlines, with many years of flying experience.

It was a real pleasure knowing him. I will never forget all those great times with Russ at CAF!

Pat Brown #9331

We Remember...

A part of the motto of the Commemorative Air Force is REMEMBRANCE – so we pay homage to those of our members who have passed away by listing their names in this compilation of those people we knew, worked with, shared stories with, and loved.

> Isabel Arsonneau David Baker Ken "Gunny" Barger Jim Basso Les Bedding Ray Beck Harry A. Bell John Bell Bill Benner Gene Block Robert M. "Bob" Boyer Gilbert "Gil" Brice John Spoor Broom Clifford "Cliff" Brown Wallace J. "Wally" Brown Dean Browne Vince Carbone John Carson Dave Casey Robert "Bob" Cheveres C. E. Christie Bob Collier Paul Corcoran James "Bud" Crosby Mike Curran Stan Daniels Bob Dolan Russ Drosendahl Phil Eatherton Robert Edwards Karl & Virginia Eichner Jeffrey L. Ethell David Fish Jerri Fleishman Dee Forbes George "Ed" Foster Dory Foxworthy Alan Gaynor Vern Gibson

Bob Gifford Bob Gjestrum Robert Gordon Dick Griffith Inza Hartill William R. "Bill" Hartill John "Jack" Hartwick **Dick Hemphill** Allen Hennesy James "Jim" Hinckley Don Hollingsworth **Robert Hoyer** June Hubbard Robert Herbert Jacobson Wendell Jeske Frank "Buddy" Joffrion Kenneth "K.D" Johnson Shana Karam Don Katz Oscar Ketron Richard M. Kloch Ross Knudsen Ken Kramer Charles W. "Chuck" Lefever Dave Long Ron Luther Janet Main William "Bill" Main Mark Matye Mary Jane McAfee Lloyd McAfee Charles "Chuck" McCammon Ken McGowan Don McMillan William G. "Bill" McNeeley **Charles Miller** Edward James "Jim" Modes John Monroe **Charles Montague** Marilyn Morgan Marshall Moss Phil Most Don Mugrage Jack Narz Peter Newbery Clarence Pease Joe Peppito Paul Pierceall

Frank Pine Dennis Posten Mike Pupich Robert E. Reiss Jack Rogers **Rich Royce** James Scheid Carl Schmeider Virginia Showers Alfred N. "Al" Smith, Jr. Harold Smith Merle Smith Robert H. "Bob" Smith Jasper S. Solomon **Tony Starcer** Gary Stearns Robert Stern Fred Steuer Malcolm "Mal" Stratford Norm Swagler Edward Thomas **Curly Thompson** Jim Tierney Diane Ulm Ron Ungard Annie Valentine Charles Valentine Bob Van Ausdell Harvey Victor **Bill Wachter** Horst Wallasch Horst "Rudi" Wallasch Elmer Ward Lee Watson Albert J. "Al" Watts Keith Wester Dr. Robert Wick Sharon Wiesner Charles "Chuck" Williams Sharon Wilson **Eugene Zeiner**

May they forever rest in peace

THEY SHALL GROW NOT OLD

"They went with songs to the battle, They were young, Straight of limb, true of eye, steady And aglow. They were staunch to the end against Odds uncounted. They fell with their faces to the foe.

They shall grow not old, as we that are Left grow old; Age shall not weary them, nor the years condemn. At the going down of the sun and in the morning, We will remember them."

From the poem "For The Fallen" by Laurence Binyon



We Shall Always Remember We Shall Never Forget

Fred Weick and the Ercoupe

Excerpted from: "The Ercoupe" by Stanley G. Thomas Foreword by Fred Weick, Aero-TAB Books, division of McGraw-Hill, New York, 1991



Fred Weick

In 1929 Fred Weick started "dreaming of private airplanes that were easy to learn to fly safely and could be flown away from one small spot of ground to another a few hundred miles away with reasonable speed, comfort and cost."

Fred talked with Charles Lindbergh about his dream during a couple of lunches in 1930.

Weick accepted a position with Langley Lab of the National Advisory Committee for Aeronautics (NACA) – to do research and testing on flying and handling characteristics, stability and control of aircraft – particularly near the stall occasion. At that time, the spins resulting after stalls were the cause of most fatal airplane accidents. George Lewis of NACA, who had been a judge for the Guggenheim Fund Aeronautic Safety Competition, won in 1929 by the Curtiss "Tanager," hired Weick to develop better safety features in airplanes.

With a group of fellow workers, Weick started designing and building an experimental airplane in his garage – as part of a private hobby venture. It was to be a STOL aircraft, with a pusher engine, and exceptional field of view for the pilot, a configuration that would be "spin-proof" – both with power "off," and "full on." It would have a tricycle landing gear, and control simplification that would make it possible to eliminate rudder pedals, if desired.

In 1936, Fred's friend Henry Berliner, head of the Engineering and Research Corporation (ERCO), hired Weick to design a plane, incorporating such features as Weick had in his home-built aircraft – aiming at the commercial market. The new design became a "tractor" type aircraft – with a "puller" engine rather than a "pusher." It would have tempered STOL features to fit more closely to current airfields where pilots could get service and fuel. The cruising speed would also be increased.



The Fred Weick-designed W-1. Note tricycle landing gear; twin rudders and pusher prop.

With the help of project engineer Frank B. Lane, Weick began production of Erco Model 310 in the spring of 1937. The experimental Model 310 was completed in September, 1937, and, on October 1 Robert Sanders flew it on its maiden flight.



Bob Sanders piloting early version of Model 310, with the single tail.

The original version of the Model 310 had a single vertical tail – but this was changed to a twin-rudder configuration – which corrected a problem of a twisting slip stream from the propeller engaging the single vertical tail, causing the plane to turn to the left, particularly in a low-speed climb with full power. Another correction to help solve the same problem was to cant the engine three degrees to the right.



Here's Bob Sanders next to the prototype Model 415-C

Fred Weick and the Ercoupe, continued...

In the fall of 1938, ERCO moved to a new plant in Riverdale, MD, just south of the College Park Airport After a short-lived attempt to produce its own engine to power the Model 310, the prototype Model 415-C was outfitted with a Continental 65 hp engine. Model 415-C was completed in late 1939, and the Civil Aeronautics Authority (CAA) certified the plane in January, 1940.



Bob Sanders flies Ercoupe S/N 1 (NC15692) over the Mall, Washington, D.C.

Upon receipt of the Approved Type Certificate (ATC), ERCO produced ten airplanes. An employee in the sales department suggested adding "upe" to "Erco," and the name "Ercoupe" was created.

The Ercoupe was the first commercial plane to use tricycle landing gear. It went into production in 1940 – either with rudder pedals or with the control that excluded rudder pedals. The first four Ercoupes were purchased by the CAA, which conducted tests, using Ercoupes and Piper Cubs to see if the time to get a private pilot's license could be reduced. After the trials, the CAA cut the time to solo in Ercoupes from eight to five hours, and the time to procure a pilot's license in an Ercoupe from thirty-five hours to twenty-five hours.



The Ercoupe Factory

The second production run of Ercoupes was 100 planes – but then production was halted due to the fact that all aluminum alloys were going to military purposes, in anticipation of a possible war (which came in December, 1941).

The Ercoupe, the little plane that did not stall or spin, and that was easy to learn to fly – became a legend with its owners over the years. In 1991 there were a couple of thousand Ercoupes still flying – forty plus years after manufacture – generally being well-cared-for and operated by pilots using good judgment. They are a tribute to Fred Weik, the designer with a dream – come true.

Seven versions of the "Coupe" were built – by six different manufacturers in five different locations in the United States. The last one was built in 1970.

ERCO - 1940 to 1952 Vest Aircraft - 1954 Forney Industries - 1955 to 1960 ("Aircoupe") Air Products Co. - 1960 to 1962 (") ALON, Inc. - 1964 to 1967 (")* • Modifications: (1) Continental C-90F engine;

• (2) Sliding bubble canopy. Mooney Aircraft Co. - 1967 to 1970.



Ercoupe Model 415-C Specifications

Ercoupe 415-C (Continental, 75 h.p.) A.T.C. 718

Type: 2-place, closed, land, monoplane.

Dimensions: Length: 20 ft., 2 in.; Height: 6 ft., 3 in.; Wing span: 30 ft.

- Weights: Empty: 802 lbs.; Useful load: 428 lbs.; Payload: 170 lbs.
- **Power:** Continental C-75-12. Engine limits: 75 h.p. at sea level, 2275 r.p.m. Fuel capacity: 24 gals. Oil capacity: 1 gal. Fuel consumption: 5 gals. per hour. Oil consumption: .25 pts. per hour.
- Performance: High speed, level flight: 127 m.p.h.; cruising speed: 110 m.p.h.; stalling speed (landing), without flaps: 48 m.p.h.; climb at sea level: 750 ft. first minute. Ceiling: 14,000 ft.; range with max. gas: 500 miles. Reprinted from "Flight Line," May, 2013

The Battle of Britain: 1940

"Never in the field of human conflict was so much owed by so many to so few." Words of Winston Churchill.

During the Battle of Britain, in the summer and fall of 1940, Supermarine Spitfires and Hawker Hurricanes were flown by British, Canadian, American and Polish pilots who exhibited extraordinary heroism in their valiant and successful efforts to beat back the German Luftwaffe onslaught.

Of these brave young warriors, Winston Churchill, the British Prime Minister, spoke these words that have echoed down the corridors of history:

The gratitude of every home in our Island, in our Empire, and indeed throughout the world, except in the abodes of the guilty, goes out to the British airmen who, undaunted by odds, unwearied in their constant challenge and mortal danger, are turning the tide of the world war by their prowess and by their devotion. Never in the field of human conflict was so much owed by so many to so few.

We must also remember that Churchill's tribute to "the British airmen" included the aviation mechanics at the fighter bases throughout England who maintained, repaired, and patched up the Spitfires and Hurricanes after each battle, and got them back into the air to fight again against the repeated attacks of a determined and persistent Luftwaffe force.



Three of the British aircraft most famous for their part in helping the Allies to conquer the German Luftwaffe in World War II. The Supermarine Spitfire (fore), the Hawker Hurricane (top) and the Avro Lancaster. The Spitfire and the Hurricane were instrumental in winning the Battle of Britain in 1940 against the wave of attacks by the German bombers and fighters. The Lancaster was used in the bombing of key German industrial sites, and perhaps best known for the creatively-designed bombing of the Rhine bridges – the operation called "The Dam Busters."

Battle of Britain: History of No. 242 Squadron.

Aircraft: <u>Hurricane Mk.1</u>

Motto: Toujours prêt - 'Always ready'

Badge: A moose's head erased. At the time that the badge was awarded the officers serving with the squadron were Canadian.

No 242 Squadron was formed in August 1918 from Nos 408, 409 and 514 Flights at the seaplane station at Newhaven and nearby airfield at Telscombe Cliffs. It carried out anti-submarine patrols over the English Channel until the end of World War One. On 15 May 1919, the squadron was disbanded.

On 30 October 1939, No 242 reformed at Church Fenton as a fighter squadron and initially had a large number of Canadian personnel on strength. In December it received Blenheim fighters which were replaced in January 1940 by Hurricanes, the squadron becoming operational on 23 March. Operations over France began on 16 May, a detachment being based at French airfields until evacuated on 16 June to take part in the Battle of Britain.



A Hawker Hurricane Mk 1 in 242 Squadron markings Stations Coltishall 18 June 1940 Duxford 26 October 1940



242 Squadron pilots included Squadron Leader Douglas Bader (center) and Pilot Officer Norman N. Campbell (in white next to Bader). Campbell was Walt Metcalf's father. He lost his life while pursuing a German Dornier DO 17 on October 17, 1940. He was shot down by a gunner on the DO 17. His *Hurricane* crashed into the North Sea some 30 miles off Yarmouth. His body was recovered and he was buried on October 31, 1940. He was one of "The Few." Reprinted from "Flight Line" of April, 2011

Navion Meeting – And Thoughts

On Saturday, February 22, 2020, I sat in a meeting convened in the "O" Club, for pilots and mechanics to go over particulars about our Navion – which is now flying and scheduled to join our other aircraft in our Wing's Warbird Ride Program.



Photo by Dave Flood Ron Missildine and Al Kepler presenting the Navion program

Heading the power-point presentation were Ron Missildine and Al Kepler. They went over all aspects of the cockpit, engine, control surfaces, check list, mode of flight, weight factor (especially with passengers) and many other aspects concerning the successful flying of the Navion.

The pilots and mechanics in attendance asked and added many very cogent questions and suggestions and additions to the dialogue.

I sat riveted to the discussion – impressed with the intricate knowledge of the presentors and those attending the program.

I came away from the experience with a sense of confidence and pride in the professionalism of the men who fly and service our Wing's aircraft – all on a volunteer basis. They give of their time and expertise to make it possible for our Wing to continue to fly and display our military aircraft from many different countries and eras.

Kudos to all the men, and women, who keep our Wing's aircraft flying!



Photo by Dave Flood Some of the pilots and mechanics attending the Navion meeting.



Photo by Dave Flood Our Wing's North American Navion

Hartzell Propellers

Thanks to Wikipedia

Hartzell Propeller was founded in 1917 by Robert N. Hartzell as the Hartzell Walnut Propeller Company.^[1] It is an American manufacturer of composite and aluminum propellers for certified, homebuilt, and ultralight aircraft. The company is headquartered inPiqua, Ohio.

Hartzell produces propellers, spinners, governors, ice protection systems, and other propeller controls.



Hartzell propeller on a Cirrus SR22T in 2018

Robert Hartzell grew up in the village of Oakwood, Ohio, just a block from Hawthorn Hill, where Orville Wright lived. From the 1890s until the late 1910s, Hartzell's father and grandfather operated a sawmill and lumber supply company in Greenville, Ohio (later moved to Pigua, Ohio) that also manufactured items like wagons and gun stocks for World War I. On the side, Robert owned a small airplane and did maintenance on it as a young man. In 1917, Orville Wright suggested that Hartzell use his walnut trees to manufacture an aircraft propeller for his plane and others. As a result, Robert Hartzell founded the Hartzell Walnut Propeller Company in Pigua that same year, and the company provided "Liberty" aircraft propellers for World War I warplanes.

After the war, Hartzell Propeller built its own airplanes, including the FC-1 (the first aircraft made entirely of plywood). The FC-1 took first place in the Flying Club of St. Louis Trophy Race at the 1923 International Air Meet. An alteration to the wings resulted in the improved FC-2 model, which won over aircraft from the Waco Aircraft Company and the Curtiss Aeroplane and Motor Company at the 1924 International Air Races in Dayton, Ohio. Hartzell stopped producing aircraft to avoid competing with its own propeller customers.^[9] In 1926, Hartzell began building propellers for the Aeronca C-2.

During World War II the company produced metal propellers for Hamilton-Standard. After the war, Hartzell produced the first composite propellers for the Republic RC-3 Seabee. Hartzell began making aluminum propellers in 1948 and developed the first full-feathering propellers for a light twin-engine aircraft in the 1950s. These were used in the Aero Commander, Piper Apache, Cessna 310, and Beech Twin Bonanza.

Hartzell introduced a turboprop propeller in 1961 and, in 1975, certified a 5-bladed propeller for the Shorts 330. In 1978, the company produced a composite aramid fiber propeller for the CASA 212.¹ In 1989, Hartzell produced sixteen-foot propellers for the Boeing Condor, another record-breaking aircraft.

Hartzell introduced Top-Prop, replacement propellers for piston-engine aircraft, in 1991, and sold 20,000 Top-Prop conversion kits from 1991 to 2013.

In 1994, the company held the first *Friends of Hartzell Air Show* in Piqua, Ohio, for which Hartzell developed its first aerobatic system. In 2013, the Red Bull Air Race World Championship chose Hartzell to provide 3-blade composite propellers, carbon fiber composite spinners, and governors to race teams. In 2006, the FAA granted Hartzell the first certification for an Advanced Structural Composite (ASC II) propeller for general aviation.

Wing Cadet Model Makers Photos by Dave Flood

The member of our CA So Cal Wing who is responsible for the wonderful displays in our Museum, Charlie Carr, is also our Wing's Education Officer. In that capacity he has taken under his wing three Wing Cadets, who are busy working on putting together models of WWII aircraft in our Model Workshop in the Wing Annex.



Mykon Nguyen and Dustin Douglas, Wing Cadets in front of a display in our Museum

Mykon Nguyen and Dustin Douglas are 8th-grade students at Monte Vista Middle School in Camarillo. Douglas recently received a 1st prize green ribbon at the 2020 Model Fest for his model of a German Messerschmidt BF-109.

Another Cadet, Hudson Kleiser, is a senior at Crespi High School in Encino. He would like to go to Auburn University in Alabama, and his longrange plans include becoming a pilot.

As part of the program of building models of military aircraft, Charlie Carr insists on his pupils learning not only how to make the models, but what is the history of that particular aircraft. Carr has always been a stickler on his models being accurate as to colors and logos of the particular squadron of which that plane was a part. For example, Mykon is working on a model of a "razor-back" Republic P-47 Thunderbolt that was flown by the Tuskeegee Airmen – a famous group of black pilots that flew as a unit during WWII. Some of these pilots transitioned from P-51s to P-47s, acquiring the P-47s from the 325th Flight Squadron of the "Checkertail Group." The Tuskeegee group proceeded to repaint the tails of the Thunderbolts from the checker pattern to their telltale color red.

Dustin is working on a model of the Bell P-39 Airacobra fighter that was used in the North African campaign.



Charlie Carr showing a detail to Mykon



Hudson showing his British RAF P-40

Kudos to Charlie and the Cadets for helping to preserve memory of the planes & their histories for us to remember and honor.

On Final To Santa Paula

by Ron Fleishman

When I retired from the airlines and returned to Camarillo from Kansas City, I set upon a task that had been put on hold for almost four years...that of unpacking my books and other items of a lifetime of aviation collecting and putting my den/library in order. This project is both a joy and a giant pain.

It's a great delight to find a photo or book you had forgotten about. A sense of bewilderment arises when you come across something in a box that, for the life of you, you can't remember why you saved it in the first place.

One photo that falls into the delight department is the one below of our C-46 (then known as *Humpty Dumpty*, later to be named *China Doll*), still painted in its white and blue pseudo Chinese paint scheme on final approach for the Santa Paula Airport. No, the landing wasn't to a full stop... it was more of a bouncing of the tires on the runway. But it was enough for the pilot to say that he had "touched down" there and cause the locals to run for cover and talk about what might have happened if that "big ole thing" had really landed there.

Here is the story as it was told to me. I don't vouch for the total truthfulness of it, but it was the first of the stories that introduced the C-46 to the area and into the local aviation legends.

Back in the "eighties," when we first brought the plane to California, Bob Van Ausdell was one of the few pilots who flew the plane for the newly-formed Southern California Squadron of the CAF (we were not yet a Wing). Bob was a retired TWA pilot, and had a hangar at the Santa Paula Airport.

Santa Paula is a great airport, with some of the finest aircraft of the "Golden Age" all in one spot. It, however, is not a field where you can land a plane the size of a C-46, and, if you could, you might have to leave it there, unless you wanted to disassemble it to get it out. There was no way you were going to fly it out. There was also talk of how many hangars the wing span might relocate.

Now those who remember Bob will remember that he had both a fine sense of humor and a penchant for liking a challenge, especially when airplanes were involved. During some "hangar flying" with his buddies at his hangar, the topic of *Humpty Dumpty* landing at Santa Paula came up.

When told that it would never happen, Bob was said to reply that he would, while flying the C-46, sometime touch down at Santa Paula. That time came when Bob was flying the airplane back from one of our early air shows. He told the crew he was going to make a little side trip before landing at Camarillo. A few people on the ground, so the story goes, knew beforehand what was going to happen. An unsuspecting line boy was told to get ready to flag in a twin-engine plane and "take care of it." Well, out he went, looked up, and saw this big roaring twin-engine behemoth heading straight in for the tiny Santa Paula airstrip.

Now I wasn't on the ground, but the popular legend is that the startled boy took one look at the approaching C-46 and took off in the opposite direction, not wanting any part of the disaster he was sure was about to take place.

Van Ausdell continued to fly *Humpty Dumpty* on final, dropped the gear, and flared out. True to what he had told his buddies, he bounced the tires on the runway, then gunned the engines. The plane regained altitude, he retracted the landing gear, and continued on to the Camarillo Airport.

Bob had lived up to his promise of "touching down" at Santa Paula. A few months later I was given this photo.

Bob is gone now, and no one seems to know where the surprised line boy ran to...or even if that part of the story is real. However, I still have the photo – proof that once, many years ago, a Curtiss C-46 Commando named *Humpty Dumpty* did indeed "touch down" at the Santa Paula Airport.



Photo Courtesy of Ron Fleishman **The CAF – SoCAWing's C-46** *Humpty Dumpty* (now *China Doll*) on final approach to the Santa Paula Airport. Luckily, someone on the ground had the presence of mind to record this momentous occasion for posterity – just before he ran for his life.

Note: RonFleishman is our Wing Historian Reprinted from "Flight Line" of April, 2007

A VISIT TO KELLY JOHNSON'S PLACE

By Ceci Stratford

As a graduate of Mount St. Mary's College, Los Angeles, Chuck and I frequent alumnae functions. At one fabulous dinner the College President's sister asked about Chuck's P-38 lapel pin. Of course he was excited to talk about his father's connection with the airplane. Our wonderful surprise was that she, Nancy Johnson, was Kelly Johnson's widow! (Kelly Johnson designed the P-38). Thus began a warm friendship with that delightful lady.

Nancy invited us to her house in Encino last October 6 to see Kelly's office. The home, situated high on a hill overlooking the San Fernando Valley, was designed and built by Kelly in 1941. Strategically located along the ridge, it pleasantly flows from a room-with-a-view to a room-with-a-view to a room-with-a-view! An outdoor patio also stretches across the back of the house overlooking the Valley. Gardens surround the house and a path goes down the hill to a small workroom building where Kelly did much of his designing and tool making. Paintings and photographs of Kelly and various airplanes adorn the walls of the house.

The outstanding part of our visit was seeing Kelly's office. A small room off the living room, it is paneled in warm wood and is surrounded by books, photos, trophies, and medals. Kelly, who started at Lockheed in 1933 as a tool designer, made his way up the corporate ladder to become senior vice president. As the head of Lockheed's Advanced Development Projects (Skunk Works) for 30 years, he played a significant role in designing more than 40 of the world's most advanced aircraft, including such famous airplanes as the XP-80, P-38, Constellation, P2V, U-2, F-104, and SR-71.

For these significant contributions to aviation he was given numerous honors, awards, medals, and honorary degrees, most of which are displayed in his office. How exciting it was to view and actually touch his trophies and medals, which include the 1964 Medal of Freedom, 1941 Wright Brothers Medal, two Collier trophies, two Theodore von Karman Awards, 1966 National Medal of Science, among others too numerous to list here. Kelly was a friend of other significant people in aviation, including Jimmy Doolittle, Amelia Earhart, Wiley Post, Roscoe Turner. We noticed several original photographs of them laying around, as we took everything in with our mouths open in awe.

Kelly was widowed twice and after the death of his second wife, he asked his long time friend, Nancy, to marry him. (She and her first husband used to double date with Kelly and his second wife). Nancy says he was a sweet, delightful, loving husband. She truly enjoyed their years together. Kelly had no children, but loved Nancy's children and grandchildren as if they were his. Nancy is starting to plan what to do with Kelly's marvelous collection, possibly donating some items to his alma mater, the University of Michigan. How privileged we feel to have seen first hand a little bit of Kelly's world. He is a man we both admire and have always been in awe of, and now actually have our own link to through his lovely widow.



Kelly Johnson, with illustrations of his two most famous airplanes, the U-2 and the SR-71, which were designed & built at Lockheed's "Skunk Works."

Clarence L. "Kelly" Johnson, 1910-1990

Highlights of Kelly Johnson's career with Lockheed:

- 1932 turned down due to "insufficient experience"
- 1933 earned Masters of Aeronautical Engineering
 - hired by Lockheed as a tool designer (\$83/mo.)
- 1952 Lockheed's Chief Engineer
- 1956 Corporate V.P. Research & Development Head of "Skunk Works"
- 1964 Member of Board of Directors
- 1975 Retired

Kelly helped design the following renowned airplanes:

P-38, PV-1, PV-2, Constellation, C-130, F-80, F-104, C-140, F-90, F-94, T-33, U-2, SR-71.

Part of the memo from Lockheed President Carl Kotchian announcing Kelly's retirement in 1974:

"He has performed Herculean tasks many, many times...always living up to his motto: **'Be quick, be quiet, and be on time.**' It is Kelly as a person I think we will miss most...his absolute honesty, his dedicated patriotism (he may be the most honored engineer in history, but many of the things he has done for his country will never be told), and his unswerving support for the people who worked for him.

It is not probable that we will see Kelly's like again."

Kelly died December 21, 1990 Reprinted from "Flight Line" April, 2007.

John Boyd, Military Strategist Thanks to Wikipedia



Colonel John Boyd, USAF

John Boyd was born on January 21, 1927 in Erie, Pennsylvania.

He was commissioned as a second lieutenant in the Air Force following completion of the ROTC program at the University of Iowa. On March 27, 1953 Boyd arrived in Korea as an F-86 pilot. After his service in Korea he was invited to attend the most prestigious school a fighter pilot could attend, the Fighter Weapons School (FWS). Boyd attended the school and not only performed well, but rose to the top of his class.

He was invited to stay on at the FWS as an instructor. It was here that Boyd would revolutionize aerial tactics. His practice and teaching while at the FWS would sow early seeds for the later development of his concept of the OODA (observe, orient, decide and act) loop.

He became head of the Academic Section of the Fighter Weapons School and wrote the tactics manual for the school. Boyd was also brought to the Pentagon by Major General Arthur C. Agan, Jr. to do mathematical analysis that would support the McDonnell Douglas F-15 Eagle program – in order to pass the Office of the Secretary of Defense's Systems Analysis process.

Boyd was dubbed "Forty Second Boyd" for his standing bet as an instructor pilot that beginning from a position of disadvantage, he could "defeat" any opposing pilot in air combat maneuvering in less than 40 seconds. He was also known at different parts of his career as "The Mad Major" for the intensity of his passions, and as "Genghis John" for his confrontational style of interpersonal discussion, and as "Ghetto Colonel" for his spartan lifestyls.

During the Vietnam War, he served as Vice Commander of Task Force Alpha and as Commander of the 56th Combat Support Group at Nakhon Phanom Royal Thai Air Force Base in Thailand from April 1972 to April 1973.

A legendary maverick by reputation, Boyd, together with Thomas Christie, a civilian mathematician, created the Energy-Maneuverability theory, or E-M theory of aerial combat. E-M theory became the world standard for the design of fighter aircraft. At a time when the Air Force's FX project (subse-quently the F-15) was floundering, Boyd's deployment orders to Vietnam were cancelled, and he was brought to the Pentagon to re-do the trade-off studies according to E-M. His work helped save the project from being a costly dud, even though its final product was larger and heavier than Boyd desired.



F-15 Strike Eagle

John Boyd, Military Strategist, Page 2

With Colonel Everest Riccioni and Pierre Sprey, Boyd formed a small advocacy group within Headquarters USAF that dubbed itself the "Fighter Mafia." The Secretary of Defense, attracted by the idea of a low-cost fighter, gave funding to Riccioni and his group for a study project on the Lightweight Fighter Program (LWF, which became the F-16). The DoD and Air Force both went ahead with the program, stipulating that it have a "design to cost" basis no more than \$3 million per copy over 300 aircraft.



General Dynamics's F-16 Fighting Falcon

The program soon went against the Fighter Mafia's vision: it was not the stripped-down airto-air specialist they envisioned, but a heavier multi-role fighter-bomber with advance avionics, and active radar, and radar-guided missiles. The group later helped produce the very successful McDonnell Douglas F/A-18 Hornet. The F-16 and F/A-18 are still in use by the U.S. and several other military powers today.



McDonnell Douglas F/A-18 Hornet

Boyd's key concept was that of the decision cycle, or "OODA Loop," the process by which an entity (either an individual or an organization) reacts to an event. According to this idea, the key to victory is to be able to create situations wherein one can make appropriate decisions more quickly than one's opponent. The construct was originally a theory of achieving success in air-to-air combat, developed out of Boyd's Energy-Maneuverability theory and his observations of air combat between Mig-15s and North American F-86 Sabers in Korea.

Boyd breaks this OODA LOOP down to four interrelated and overlapping processes through which one cycles continuously:

- (1) <u>Observation</u>: the collection of data by means of the senses;
- (2) <u>Orientation</u>: the analysis and synthesis of data to form one's current mental perspective;
- (3) <u>Decision:</u> the determination of a course of action based on one's current mental perspective;
- (4) <u>Action:</u> the physical playing-out of decisions.

General James Mattis, in his book "Call Sign Chaos: Learning To Lead," mentions the OODA Loop as a major tenet in Marine Corps combat tactics – to keep ahead of the enemy in an everchanging combat situation.

Boyd is credited for largely developing the strategy for the invasion of Irag in the Gulf War of 1991. In 1981, Boyd had presented his briefing "Patterns of Conflict" to Dick Cheney, then a member of the House of Representatives. In 1990, Cheney, the Secretary of Defense for George H. W. Bush, called Boyd back to work on the plans for Operation Desert Storm. In a letter to the editor of "Inside the Pentagon," Commandant of the Marine Corps General Charles Krulak said, "John Boyd was the architect of the victory (over Iraq) as surely as if he'd commanded a fighter wing, or a maneuver division in the desert." John Boyd died on March 9, 1997 at age 70. His grave is at Arlington National Cemetery.

CDR. David McCampbell - Top Navy Ace, World War II



© U.S. Navy Photo #NH 106328 U.S. Navy Fighting Squadron Fifteen (VF-15) on board USS Essex (CV-9), December, 1944. Note F6F "Minsi III" in background.

October 24, 1944: Battle of Leyte Gulf

"All available fighter pilots! Man your planes!" boomed the squawk box in Essex' ready room. The ship's radar had detected three large groups of Japanese planes coming in. David McCampbell, the CAG and the Navy's most famous living aviator, considered this announcement. Earlier that morning, Admiral Sherman himself had forbidden McCampbell from joining a dawn sortie. Given his responsibilities as Commander of Essex' Air Group and his public prominence as a top ace, McCampbell was too valuable. He decided that he was indeed "available" and headed for his airplane, Minsi III. His plane crew hurried to fuel Minsi III, which had not been scheduled to fly that day. With the Hellcat only partially fueled, the Flight Officer ordered it off the flight deck - either into the air or below to the hangar deck. McCampbell went up, leading Essex's last seven fighters toward the Jap strike force.

He and Ens. Roy Rushing got out in front of the other Hellcats, putting on all speed to intercept the Japs, then only 22 miles away. He directed the other F6F's to get the bombers, while he and Rushing tackled the fighters. Surprisingly, the enemy fighters turned, allowing McCampbell and Rushing to gain altitude and a position behind them.

Seeing over 40 Japanese fighters, McCampbell radioed back to the carrier for help. "Sorry, none available." The enemy planes spread out in a typical formation of three V's. McCampbell picked out a Zero on the extreme right and flamed it. Rushing also got one on this first pass. Incredibly, there was no reaction from the Japs as they climbed back up to regain altitude. The two Hellcat pilots dived back down on their quarry for another pass; McCampbell blew up a second Zero. Now the gaggle of Zeros, Tonys, Hamps, and Oscars reacted - by going into a "Lufbery Circle!" McCampbell made a couple of head-on passes against the formation, but without results. A strange interlude ensued as McCampbell and Rushing climbed back up and circled, while the Japanese fighters continued to circle below. McCampbell radioed again for help; one of the Hellcats that had been going after the bombers headed his way. The "Lufbery Circle" broke up and the planes headed toward Luzon in a wide Vee. The two American fliers closed in again on the formation. McCampbell opened up at 900 feet, and exploded his third plane of the morning. Rushing shot down his second one.

Apparently low on fuel, the Japanese planes doggedly flew on, maintaining formation. On his next firing pass, gunfire coming from behind forced McCampbell to break off his attack and pull up. It was another Hellcat shooting too close to him. A few choice words straightened things out. Still the enemy planes didn't turn and mix it up.

McCampbell realized he could relax and take his time. This was practically gunnery exercise. He could focus on identifying his targets carefully. The next one was an Oscar. Again his six fifties roared anad blasted the Oscar's wing root. It flamed for number four. Rushing had scored his third by this time. This continued for several more passes until McCampbell had downed 7 and Rushing 6. Rushing radioed that he was out of ammo, but he would stay on McCampbell's wing while the CAG used up his remaining bullets.

Two more passes and two more kills. As the Jap planes approached the security of their bases on Luzon, the two Americans' low fuel finally ended the slaughter. The Hellcats broke off and headed for the *Essex*. In one morning sortie, McCampbell had shot down nine enemy planes and Rushing six, an unparalleled achievement in American fighter aviation.

Born on January 16, 1910, this Bessemer Alabama native's naval career began with dismissal. Graduating from the <u>U.S. Naval Academy</u> in depression- era 1933, he was rewarded with an honorable discharge from a Navy without funds. But in June 1934 McCampbell was called back and commissioned. In 1936 his first assignment involving aircraft was gunnery observer aboard *U.S.S. Portland*. In 1937, McCampbell's flying career finally got off the ground at Pensacola Naval Air Station where he reported for flight training. A year later, he was designated a Naval Aviator and received his first flying assignment with Fighting Squadron 4 aboard the USS Ranger, CV-4 where he served two years.

After serving on the USS Wasp as a Landing Signal Officer, McCampbell returned to the States to fit out a new squadron, Air Group 15, aka "The Fabled Fifteen." In February 1943 through early 1944 the group was aboard *Essex* steaming into history. One of the first squadrons to equip with Grumman's new F6F Hellcats, they saw action in attacks on Iwo Jima, Formosa, the Marianas, Palau, Philippines, Nansei, Shotos and climaxed with the Battle of the Philippine Sea (Marianas Turkey Shoot).



© Photo by Frank Mormillo

Our CAF Grumman F6F-5 Hellcat *Minsi III* is still flying – and every time we fly it we do it in remembrance of CDR David McCampbell, a true Navy hero.

In February 1944, he was promoted to CAG (Commander - Air Group) of Air Group Fifteen. That spring, they went to war aboard *USS Essex CV-9*. McCampbell commanded the entire *Essex* air group -- bombers, fighters, and torpedo planes. He was thirty-four years old. During their tour of approximately seven months and more than 20,000 hours of operations, this group destroyed more enemy planes (318 airborne and 348 on the ground) and sank more enemy ships (296,500 tons sunk, and more than a half million tons damaged and/or probably sunk) than any other air group in the Pacific war. Among the major combat ships sunk was the Japanese battleship *Musashi*, three carriers and a heavy cruiser. The Fabled Fifteen became one of the most highly decorated air groups of the war.

McCampbell entered combat on May 19, 1944, leading a fighter sweep over Marcus Island. Three weeks later on June 11, flying near Saipan, he saw a lone Zero come out of the clouds. He turned towards the plane and fired three bursts. The Zero went down streaming smoke, the first in long series of successes for the CAG. He reacted coolly to his first aerial victory, "I knew I could shoot him down and I did. That's all there was to it."

Marianas Turkey Shoot

As the Americans prepared for the invasion of Guam and Saipan, the Carrier Task Force steamed west into the Philippine Sea. The desperate Japanese battle plan called for them to launch their strike planes at the U.S. ships, then refuel & re-arm on the Guam and Saipan airfields and hit the American carriers again in a 'shuttle' operation. It didn't turn out that way.

On June 19, the Japanese launched two large raids of Judys and Vals, escorted by fighters. Other carrier air groups took care of the first raid; *Essex'* Fabled Fifteen, under McCampbell went after the second group of eighty planes. McCampbell started the slaughter at 11:39 by exploding the first Aichi D4Y2 "Judy" dive bomber he spotted. As he darted across to the other side of the enemy formation, evading a gantlet of return fire, McCampbell quickly splashed a second Judy, sped toward the front of the enemy formation to record a "probable" on a third, dispatched the formation leader's left wingman with a staccato burst, downed the leader with a steady stream of machine-gun bullets, then scored a final kill on a diving enemy craft. In minutes McCampbell had logged five kills and one probable.

There was a second air battle in the afternoon. After shooting down yet another Zero (his sixth for the day!), he became separated from his flight of eight and was returning alone to his carrier, the USS Essex. As his Hellcat cruised at 6,000 feet past Guam's Orote Peninsula, he spotted two Zeros attacking a Navy SOC seaplane picking up a downed pilot in the water. Diving to the attack, McCampbell shot down one of the two Zeros. Lt. Commander George Duncan, another VF-15 pilot, came upon the scene at that time and got the other. It was McCampbell's **seventh for the day** and his ninth in eight days of combat. By the end of September 1944, McCampbell had shot down nineteen Japanese planes.

On October 24, during the Battle of Leyte Gulf,

McCampbell, assisted only by Roy Rushing, broke up a large group of Japanese planes headed for *Essex*, as described above.

In one combat tour, David McCampbell shot down 34 Japanese aircraft. If he had served a second tour, he may very well have exceeded Dick Bong's total of 40. In recognition of his spectacular accomplishments: leading "Fabled Fifteen," personally accounting for 34 planes, and for his mission on October 24, McCampbell received the Congressional Medal of Honor, presented to him by President Franklin D. Roosevelt.

McCampbell also received the Navy Cross, the Silver Star Medal, Legion of Merit, and the Distinguished Flying Cross. After the war, McCampbell served in the Navy until 1964, having reached the rank of Captain.He died on June 30, 1996 at the age of 86. He is buried at Arlington National Cemetery.



Reprinted from "Friends Newsletter" of November, 2010

Wing Photo Page I



© Photo by Dave Flood

Terry Cedar with his grandson, Michael Agnoli. After Terry had flown the Hellcat so his family could hear and see how a WWII warbird could still fly.



© Photo by Dave Flood

Cub Scouts from Troop 3248 of Pt. Mugu with their families on a recent visit to our WWII Aviation Museum



© Photo by Dave Flood

Clyde East, a benefactor of our Museum, was an Ace WWII pilot, flying P-51s in the European Theater. Clyde had 13 confirmed Jerry planes shot down.



© Photo by Dan Newcomb

Michael Hohls, one of the newer members of the PBJ Restoration Team – working on one of the wings.



© Photo by Larry Kates

Our new mid-hangars canopy, shown during construction with the roof not yet attached. The canopy will allow us to do painting and other restoration work outside the hangar, but protected from the elements.





Six lovely ladies of the Red Hat Society – visiting our Aviation Museum. Several of the women may be our guests at our *Women In War* event on May 9, 2009.

Reprinted from "Flight Line" of April, 2009

Admiral Aubrey W. Fitch, USN – And How He is Connected to Our Wing This article suggested by Sib Bosso



Admiral Aubrey Wray Fitch, USN

Aubrey Wray Fitch was born in Saint Ignace, Michigan, on June 11, 1883. He graduated from the U.S. Naval Academy in 1906, and served in several ships, received torpedo training and was an instructor at the Naval Academy during he following eight years.

In 1914, he was assigned to the Atlantic Fleet staff, and was simultaneously Commanding Officer of USS Yankton. Fitch was the Gunnery Officer of the battleship USS Wyoming BB-32 during most of the First World War.

In 1920-27, he had a variety of shore duties, commanding a division of destroyer minelayers, and served with the U.S. Mission to Brazil. He then successively became Executive Officer of USS Nevada BB-36 and Commanding Officer of USS Arctic AF-7.

In 1930, following flight training, Fitch was designated a Naval Aviator. During the 1930s, he commanded three naval air stations, a seaplane tender and the aircraft carriers Langley CV-1 and Lexington CV-2, as well as serving as Chief of Staff to Commander Air-craft, Battle Force and attending the Naval War College.

After commanding Patrol Wing Two in 1940, Rear Admiral Fitch flew his flag in the carriers Saratoga CV-3 and Lexington CV-2 and was with the latter ship when she was lost in the Battle of the Coral Sea in May, 1942. In September of that year he took command of the South Pacific Force's aircraft, holding that position during the critical campaigns in the Solomon Islands. Vice Admiral Fitch became Deputy Chief of Naval Operations for Air in mid-1944. From August, 1945 until January, 1947, he was Superintendent of the U. S. Naval Academy. He was given the rank of Admiral upon his retirement from active service in July, 1947.

Admiral Aubrey W. Fitch died on May 22, 1978.



Vice Adm. Fitch departing a Pacific island via PBY Catalina in May, 1941



USS Aubrey Fitch, a Navy cruiser launched in honor of Admiral Fitch after his death.



This is the North American SNJ-2 that Rear Admiral Aubrey W. Fitch personally flew while he was Commander, Carrier Division One aboard USS Saratoga In 1940.

Note the similarity to our SNJ-4 "Bluebird." This is due to the fact that Joe Peppito, when "Bluebird" was being built, chose the color scheme for our SNJ from a book depicting RADM Fitch's SNJ.

Super Wing Workday – March 14 Photos by Dave Flood

All maintenance hangar personnel were put to work cleaning out racks of miscellaneous parts that had accumulated over years of saving them "just in case they might be needed some day." All hands were rewarded by a delicious lunch cooked up on the spot – tacos with chicken, steak, or pork, with tasty rice and beans – plus liquid refreshment.



Workers placed parts in boxes and then onto skids – wrapped them up with plastic wrap – ready for the forklift to take them away to another place – never to be seen again.







