

Flight Line

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



August, 2021
Vol. XL No. 8

Visit us online at www.cafsocal.com.



The two RAF fighters that won the Battle of Britain in the summer of 1940 – the Spitfire and the Hurricane – flying with an Avro Lancaster bomber.

Our Wing's 40th Anniversary



Photo by Chris Luvara - stickandrudderphoto.com
Our Grumman F8F-2 Bearcat flying in "full gear down" mode.
See page 4 for the story of her complete restoration.

To Educate, Inspire and Honor Through Flight and Living History Experiences

AUGUST 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 USAF Day Museum Open	2	3 Work Day	4	5 Work Day	6 Museum Open	7 Work Day Vietnam War Start '64 Museum Open
8 Museum Open	9	10 Work Day	11	12 Work Day	13 Museum Open	14 Work Day VJ Day-1945 Museum Open
15 Museum Open	16	17 Work Day	18	19 Work Day	20 Museum Open	21 Air Show Museum Closed
22 Air Show Museum Closed	23	24 Work Day	25	26 Work Day	27 Museum Open	28 Work Day Museum Open
29 Museum Open	30	31 Work Day	MUSEUM OPERATES LIMITED HOURS DUE TO COVID 19 FRI & SAT 10:00 - 4:00, SUN 12:00 - 2:00			

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Submittal Deadline - 15th of the month

Southern California Wing
455 Aviation Drive
Camarillo, CA 93010-9501



SOUTHERN CALIFORNIA WING HALL OF FAME

DEDICATED TO THOSE MEMBERS OF OUR WING WHO HAVE SERVED
FOR MANY YEARS TO MAKE OUR WING EXEMPLARY!



TOM WILSON
CAF ID NO. 21718



CECI STRATFORD
CAF ID NO. 21853



SIB BOSSO
CAF ID NO. 22063



ALEX FERRASCI
CAF ID NO. 22118

Restoration of our Grumman F8F-2 Bearcat

By Leah Block, Editor, *The Dispatch*

From: *The Dispatch*, Vol. 45, No. 11 – The Giving Issue – November, 2020

Editor's note: Each year, the CAF designates 12 of its aircraft for fundraising to help defray the cost of returning these venerable planes to flying status. The annual fundraising program is called "The 12 Planes of Christmas." In this issue we are concentrating on our F8F-2 Bearcat, which is #5 in the list of the 12 designated CAF aircraft.



Our Grumman F8F-2 Bearcat

Summary

The Bearcat was one of the later Navy fighters of WWII. The CAF Bearcat, No. 122674, was built in 1948 and was the 34th from the last F8F built. There are only about a dozen airworthy Bearcats in the U.S. to tell the story of the technological advancements of Naval Aviation. This aircraft has been very well taken care of through the years, but, as happens with most warbirds, this aircraft is due for some extensive work in order to keep it operational and able to participate in the many aviation events on the West Coast.

History

As WWII progressed in the Pacific Theater, the needs of the Naval Aviator changed. For this late-model carrier-based aircraft, the Navy was looking for a design which could out-perform the Japanese Zero. One feature of the Bearcat is the aircraft's ability to climb fast and high. To do so, the aircraft was outfitted with the largest and most reliable engine at the time – the Pratt & Whitney R-2800. Engineers took that large, powerful engine and

fitted it to the smallest possible airframe. This particular aircraft has been in the CAF fleet since 1959, and has been assigned to the Southern California Wing since 1991.

Progress

The Southern California Wing is actively working through a complete restoration of this aircraft. The last time this aircraft went through this type of work was almost 30 years ago – also performed by the SoCal Wing. A great benefit to this project is having members still involved that performed the original restoration in the early 1990s.

Tasks Ahead

The aircraft has been completely disassembled, thoroughly inspected, and repaired as necessary. Currently, the engine is removed for inspection and volunteers are working to track down oil leaks. When the entire aircraft review is completed, they will also repaint the aircraft.

Vision

This aircraft serves as an excellent tribute to American Naval Air Power, and showcases the pinnacle in piston engine aircraft technology. The Bearcat attends multiple air shows annually – to participate in aerobatic routines. One of those routines is a choreographed homage to the Blue Angels, which is flown along with the CAF's F6F-2 Hellcat, as both aircraft types were originally flown by the Blue Angels back in 1946.



Photo by Frank Mormillo

Those who wish to donate to renovate this flying memorial may do so by sending a check to:

**CAF, So Cal Wing, 455 Aviation Drive,
Camarillo, CA 93010**

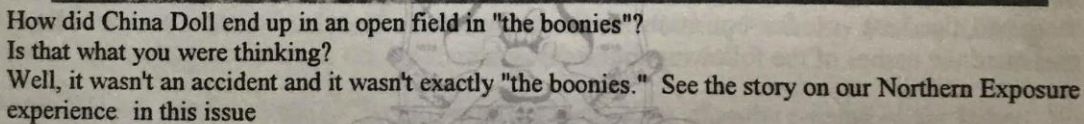
Please mark: "For F8F Bearcat Restoration."

Aug 2000

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 Col Kelvin Rautiola, Executive Officer
 (805)494-8746
 Col Paul Koskela, Newsletter Editor
 (805)360-0601



THE CAF IS A PATRIOTIC ORGANIZATION DEDICATED TO THE PRESERVATION
OF THE WORLD'S GREATEST COMBAT AIRCRAFT - 1939-1945
ALL CONTRIBUTIONS TO CAF ARE TAX DEDUCTIBLE

Wing's August Birthdays



"Happy Birthday to You!"

**Ronny Aldredge
Russell Babbitt, Jr.
Ray Birge
Jerome Burkhardt
Will Cunningham
Joe Fragala
Dana Karlin
Dan Kreigh
Doug Long
Toru Matsumoto
Dan Newcomb
Bill O'Neill
Mike Perrenoud
David Price
Charles Robertson
Tom Sechler
Ralph Stangeby
Georgia Thompson
Curtis Tolley
Thomas Van Stein
Paul Woidke
David Wood**



Northern Exposure

From "Flight Line" of August, 2000

Boy Scout Jamboree – June 8-11

What a beautiful scene of the northwest! The Boy Scouts were having a large gathering and camp-out southwest of Salt Lake City, Utah, and we were there to jump the U.S. Army Special Forces out of the C-46 over the campsite.

The last day of the event was windy at times and the jump was postponed. John Deakin and Gene Block parked "China Doll" next to the taxi-way while waiting for the wind to die down so they could haul another group. We thought it looked more like a location in Burma during WWII, where the C-46 might have operated (in "Over The Hump" flights).

Note: see the replica of the August, 2000 cover on page 5.

Member News

From "Flight Line" of August, 2000

John Deakin preferred living in Washington state at the coast until he started spending time with the Southern California Wing at Camarillo. For the last few years he has been around a day or two every couple of weeks – to the point where he realized that we have the best weather in the U.S. most of the time. So he and his wife Tamiko have sold their house and are moving to Camarillo. We want to welcome John and Tamiko to "God's Country."

Dave Long has become a member of the "Zipper Club." He had open heart surgery, with five bypasses. He has lost some extra weight and is looking much better. We are all so glad he forced the issue with his doctors. Otherwise he would have been dead in six months. We are looking forward to having Dave back in the old routine of the Museum.

Sharon Wilson, our Personnel Officer, is back from New York after the passing of her father. We all wish her well and are glad to have her home.

Bill Main's son Rob was killed in an auto accident and we offer our condolences to Bill and his daughter Carol. May his memory be a blessing.

C. A. F. Name Change

By Steve Barber

From "Flight Line" of August, 2000



Col. Steve Barber

What's in a name? A lot! The number one spoken words that people respond to? Their names! What do people love to hear most of all? Their names – especially when it relates to them in a loving and positive way.

Ten years ago, my wife bought me a membership in the C.A.F. because of my interest in WWII, and specifically as it related to aviation. Had I heard of the C.A.F. prior to joining? Yes. Did I know what the organization stood for? No. All I knew was that this organization with a funny name flew really cool airplanes.

In the mid-80s I had approached a member whose name shall not be mentioned, and asked him how I could go about joining the C.A.F. – to allow me to fly one of those magnificent aircraft? What did I need to do?

His answer: "Forget about it. You have no military flight training." Needless to say, I didn't think much of our organization's members or how they interfaced with the public. After my wife's gift of making me a member, and being welcomed into the organization by many wonderful members at the Southern California

Wing, I became aware of two things very quickly:

1. First impressions are extremely important. The name is secondary, unless it is your own.
2. Our mission is our most important goal. The members are the key.

If we have a member or members who are willing to donate to the C.A.F. sufficient monies to annualize our organization for the next 100 years with a gift of 250 million dollars or more, then I don't care what we call ourselves, because it won't matter. We can tell the world to get over whatever it is that seems to be bugging them this week, and go on about our business of honoring our real heroes, educating the public with stories of their heroic deeds, restoring and flying the world's greatest collection of living artifacts. That is what we really want to do. We want to pay tribute to the men and women to whom we owe so much. We don't want to spend our time de-fending our name to people who don't care and just want to fight. In doing so, we prostrate our time and energies and lose sight of our mission. Worse, we lose opportunities to grow.

We must always continue to grow. An organization always grows. If you just mature, then get ripe, you are in danger of getting picked off or rotting. I submit to you – we must grow. I want my grandchildren to be able to hear the sounds of freedom that were heard by my father and his father.

If the Army Air Corps could become the U. S. Air Force – then I believe we can change our name without losing our mission. On the contrary, having our members choose a new name for the 21st century would give our organization new life and purpose. I submit to you – this is our **Target for Today!**



Aviation Art I – August, 2021



"Almost Home" - by Robert Taylor



"Alpine Eagles" – by John Shaw



"Battle of Britain" – by Robert Taylor



"Battle of the Coral Sea" – by Robert Taylor



"Blue Angels Over Monterey" – by William S. Phillips

There is a story about Bill Phillips observing two ladies looking at this picture in a gallery, and one lady says to the other, "What beautiful scenery! Isn't it too bad the artist had to spoil it by adding those airplanes!"



"Bridge At Remagen" by Robert Taylor



"Defenders of Bastogne" by Nicolas Trudgian

USS Carl Vinson – CVN 70

Thanks, in part, to *Wikipedia* – and to Ron Fleishman; the Naval History and Heritage Command; and Bob Thompson.



USS Carl Vinson, CVN-70 underway

Editor's note: I have a personal interest, since my grandson Kevin, a Navy helicopter pilot, has just deployed on the USS Carl Vinson – for the Far East. Our Wing also is connected to the Vinson, since our Bearcat flew off her deck during Fleet Week, San Francisco, in October, 1995.

Our Bearcat launched off USS Carl Vinson

On October 5, 1995, our F8F-2 Bearcat, flew off the Navy's Nimitz-Class carrier, the USS Carl Vinson, as part of the activities during Fleet Week in San Francisco Bay.

Those Wing members accompanying the Bearcat to San Francisco included: Steve Barber; Bill Montague; Ron Fleishman; Kelvin Rautiola; Joe Peppito; and Ken Kramer.

Also, members of our Wing from the Rocky Mountain Wing of CAF in Grand Junction, CO, Bob and Georgia Thompson, accompanied the group.

Our Wing's group flew to Alameda, CA from CMA on the C-46 "China Doll." The Bearcat was craned aboard the USS Carl Vinson at the Alameda NAS. All the warbirds were also craned aboard the Vinson, which was docked next to the USS Hornet, which had begun its restoration as a Naval Museum.

The Vinson sailed out under the Golden Gate into the Pacific before it launched its contingent of WWII aircraft, including our F8F-2 Bearcat. Other warbirds on the ship included: a CAF FM-2 Wildcat; a TBM Avenger owned by Joe Clark; a B-25 Mitchell owned by Aero Trader; and an F4U Corsair owned by Bill Klears of WePac restoration (now located in Colorado).

The USS Carl Vinson had to go out into the Pacific, away from San Francisco Bay, where the weather was overcast and visibility poor. Once the ship broke out into good weather, it launched the warbirds. Only the TBM (oil leak) and FM-2 did not launch (pilot option). Our F8F Bearcat was piloted by Bill Montague. The warbirds flew in formation over San Francisco Bay to Alameda, providing visitors to Fleet Week with a memorable flyover.

During the ensuing voyage aboard the USS Carl Vinson, the crew and guests were treated to an ice cream social on the hangar deck. Ken Kramer sat next to the ship's captain at dinner, and had the captain's ear about Ken's exploits as a plane crew chief on carriers during WWII.

Bob and Georgia Thompson were able to go into the Fly Ops room during carrier operations – which proved very interesting. After returning to San Francisco, and after passing under the Golden Gate Bridge, the Carl Vinson actually launched some of its aircraft inside San Francisco Bay. No recovery was attempted.

The Corsair that flew off the ship at sea was in the air upon the return to S. F. Bay, and the pilot set up a downwind base and final approach to the ship, but did a wave-off. All who witnessed this attempt were impressed by his "moxie."

**From: Naval History and Heritage Command,
1995 Command History
1995 – USS Carl Vinson (CVN-70)
L.C. Baucom, Commanding Officer**

October began with a furious pace, as the ship was in final preparation plans for participation for Fleet Week '95. On October 5th seven WWII warbirds were loaded aboard the ship for a historical launch in the San Francisco Bay.

The next day, the ship was underway with over 300 guests and families for an overnight embark. As the ship transited past the Golden Gate Bridge,

six warbirds were launched from the deck – to the delight of the crowd.

The next morning, the ship continued record-making strides as it launched two tactical aircraft (an F-14 and F/A-18) and then recovered and launched an S-3A Viking in the San Francisco Bay as the lead ship in a **Pass In Review** ceremony.

That afternoon, the ship returned to port to prepare for an Open House the next day.



Photo by Getty Images
The USS Carl Vinson (CVN-70) in San Francisco Bay, Fleet Week 1995.

USS *Carl Vinson* (CVN-70)

is the United States Navy's third *Nimitz*-class supercarrier. She is named for Carl Vinson, a Congressman from Georgia, in recognition of his contributions to the U.S. Navy.

The ship was launched in 1980, undertook her maiden voyage in 1983, and underwent refueling and overhaul between 2005 and 2009.

Besides deployments in Operation Desert Strike, Operation Iraqi Freedom, Operation Southern Watch, and Operation Enduring Freedom, *Carl Vinson* was involved in a number of notable events.

The body of Osama bin Laden was buried at sea in 2011 from the deck of *Carl Vinson*.

That same year, on Veterans Day, she played host to the first NCAA basketball game on an aircraft carrier, between North Carolina and Michigan State.

Carrier Strike Group One

In October 2009, the US Navy announced that *Carl Vinson* would be the flagship of the newly



Air Wing 14 aircraft flying over the USS Carl Vinson, May 1, 1994

established Carrier Strike Group One (CSG1), based in San Diego. The ship, under the command of then Captain Bruce H. Lindsey, departed Norfolk for San Diego on 12 January 2010. Accompanying the carrier was Carrier Air Wing Seventeen, Destroyer Squadron 1 and the guided missile cruiser *Bunker Hill*.

Design and construction

The keel was laid at Newport News Shipbuilding on 11 October 1975, and on 15 March 1980 the ship was launched/christened. Congressman Carl Vinson became the first person in the history of the United States Navy to witness a ship's launching in his honor. After builder sea trials, she was delivered to the Navy on 26 February 1982.

Ship history

USS *Carl Vinson* was commissioned on 13 March 1982 at Newport News, Virginia. Present were the Chief of Naval Operations Admiral Thomas B. Hayward, Secretary of the Navy John F. Lehman, keynote speaker Senator John Tower, and ship's sponsor Molly Snead, who was Vinson's nurse for 34 years. After commissioning, *Carl Vinson* put to sea to conduct flight deck certifications, an evaluation designed to test the ship's ability to conduct modern US Navy carrier air operations. That was followed by numerous at sea periods for various training evolutions along the East Coast.

Carl Vinson departed Norfolk on 1 March 1983 with Carrier Air Wing 15 embarked for her maiden deployment, an eight-month, around-the-world cruise that had them operate in the Mediterranean Sea, Atlantic Ocean, Indian Ocean, Arabian

Sea, South China Sea, and Pacific Ocean in a multitude of exercises and with port visits in Monte Carlo, Monaco; Casablanca, Morocco; Abidjan, Ivory Coast; Perth, Australia; Subic Bay, Philippines; Hong Kong; Sasebo, Japan; Pusan, Republic of Korea; and Pearl Harbor, Hawaii, before arriving in her new homeport of Naval Air Station Alameda, California, arriving on 28 October 1983.



USS Carl Vinson (CVN-70) Emblem

Operations

From 1983 to the 2020s, USS Carl Vinson was involved, among many others, with the following operations:

Feb., 1994: Operation Southern Watch
 May, 1996: Operation Desert Strike
 Oct., 2001: Operation Enduring Freedom
 Jan., 2005: Operation Iraqi Freedom
 Jan., 2010: Earthquake Relief, Haiti
 May, 2011: Burial at sea, Osama bin Laden



USS Carl Vinson (CVN-70) at Pearl Harbor. See the USS Arizona memorial in distance.

2020s

On 8 January 2020, it was announced that *Carl Vinson* will be changing home port back to San Diego bringing the number of San Diego-based carriers from two to three, joining *Theodore Roosevelt* and *Abraham Lincoln*.

The COVID-19 pandemic was reported to have spread to the crew of *Carl Vinson* when its first case was reported on 23 March 2020. At the time, the ship was in dry dock for maintenance at Puget Sound Naval Shipyard, and it was reported that "the sailor did not board the vessel and had no contact with any shipyard personnel."

On 2 September 2020, *Carl Vinson* arrived in her new homeport of San Diego following a 17-month overhaul at Puget Sound Naval Shipyard.



The USS Carl Vinson (CVN-70) at its new port in San Diego Bay, California. Currently, she is deployed to the Far East.



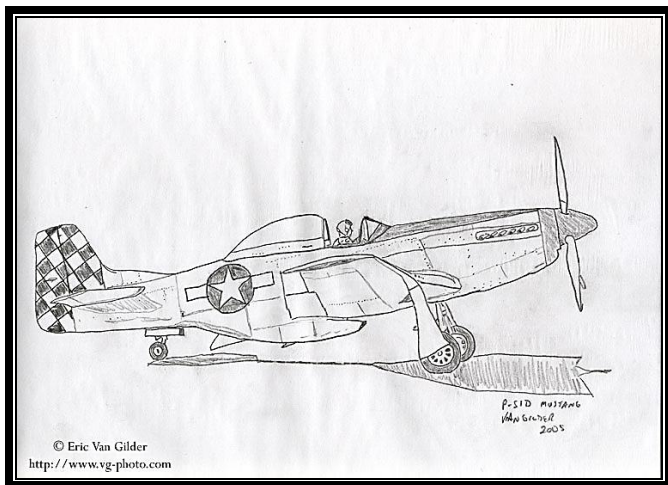
The USS Carl Vinson (CVN-70) off Haiti in January, 2010 supplying needed earthquake relief to the Haitian people.

Pencil Sketches by Eric Van Gilder

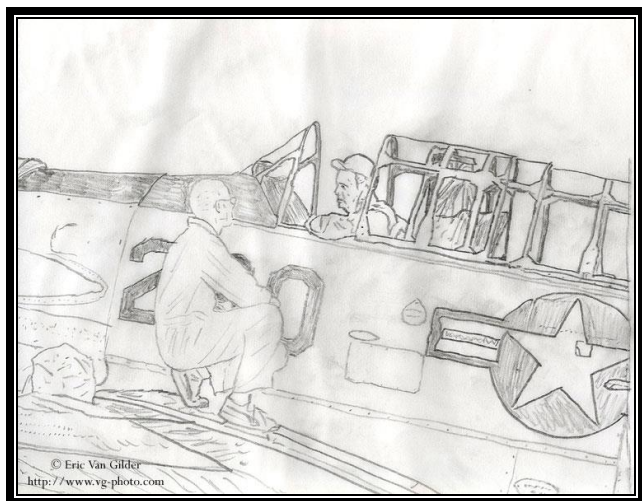
Eric has been a long-time friend of our Wing, and a wonderful aviation photographer. We have used Eric's photos in our "Flight Line" for many years.



Our Grumman F8F-5 Bearcat



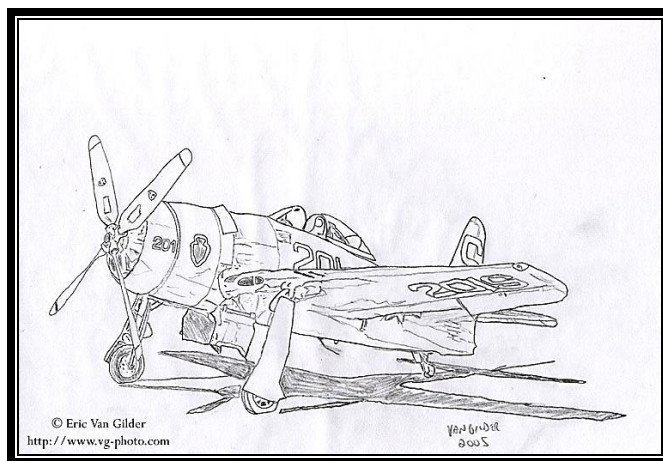
A Checkered-Tail North American P-51D Mustang



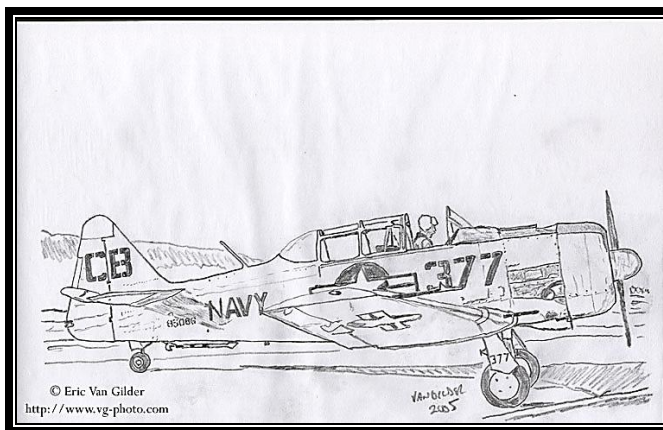
Our North American SNJ-5 Texan #290



Our venerable Curtiss C-46 Commando "China Doll"



Another view of our F8F-5 Bearcat



A sketch of a visiting North American SNJ Texan

By observation of the above sketches, it is obvious that Eric has talent other than in photography.

Thanks, Eric, for all the terrific photos you have provided for "Flight Line" in the past!

Marine Private's Body Returns from Pearl Harbor

By John Wilkens, *San Diego Union Tribune*
June 10, 2021

After 80 years, his remains are returned from the USS Oklahoma

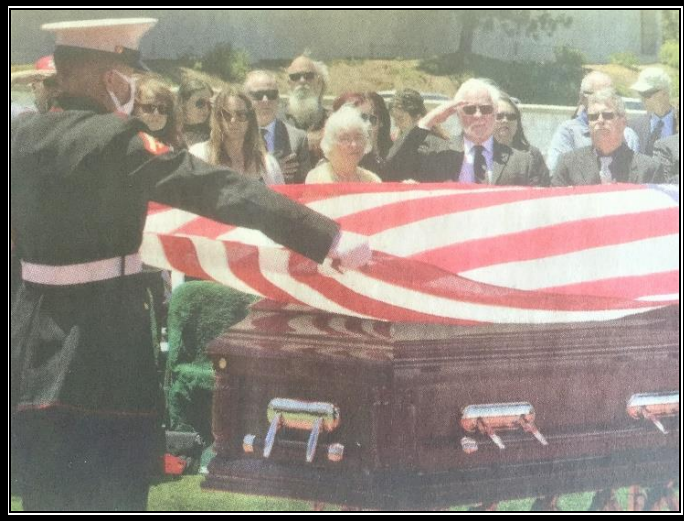


Photo by Nelvin C. Cepeda, *San Diego Union Tribune*

Members of a U.S. Marine honor guard prepare to fold a flag at a ceremony for Pfc. John Franklin Middleswart.

A promise the military makes to its fighting forces – “no person left behind” – was kept this week at Ft. Rosecrans National Cemetery, where the long-unidentified remains of a San Diego Marine were buried almost 80 years after he died in the attack on Pearl Harbor.

Pfc. John Franklin Middleswart, 19 when he was killed aboard the battleship *Oklahoma*, was laid to rest with full military honors in a ceremony attended by about 50 people.

“December 7, 1941 was a long time ago,” Navy Chaplain Robert LeCompte told the group. “What an amazing miracle it is to have John with us today.”

The miracle came about through mitochondrial DNA, extracted from Middleswart’s bones and compared to DNA from his sister and two of his nephews. The family was notified of the match earlier this year.

“It’s the end of a journey,” said James Brown, 80, one of the nephews. “We couldn’t be happier.”

Middleswart was among 415 sailors and 14 Marines unaccounted for after Japanese torpedoes sank the *Oklahoma* in the devastating surprise attack on Pearl Harbor that led the United States into World War II.

In San Diego, Middleswart’s absence became a presence, inspiring family members through his sacrifice. His sister, Lauretta Brown, who unfortunately did not live to see the day he was brought home, named one of her sons after him. Two of her other children, James and Edward Brown, joined the Marines because of their uncle.

In February, Middleswart’s family was notified of a DNA match, the 300th from the *Oklahoma* remains. They received a thick notebook from the lab showing them the evidence used to make the identification.

“The amount of work they did was amazing,” James Brown said. “Anyone who wears the uniform should take comfort in the fact that they will never be forgotten or forsaken.” “This means the world to us,” Edward Brown added.

As the oldest relative at 85, Edward was given the folded flag that had draped his uncle’s casket, a time-honored conclusion to military funerals. Two Marines in dress blue folded the flag into a triangle, then Lt. Col. Christopher Benson presented it to Edward Brown on bended knee, “on behalf of a grateful nation.”



The USS *Oklahoma* after the Japanese attack on Pearl Harbor – December 7, 1941.
We will always remember, we will never forget !

Aviation Art II – August, 2021



"Approaching the Mohne Dam" by Anthony Saunders



"America Strikes Back" by Robert Taylor



"Deadly Pass" by Anthony Saunders



"Combat Over The Reich" by Robert Taylor



"Hostile Skies" by Robert Taylor



"Eagles of the West" by Robert Taylor



"Destination Tokyo" by Anthony Saunders



"Avengers of the Philippines" by John Shaw

Looking Back at our History - Lest We Forget



The Battle of Lexington – April 19, 1775

*By the rude bridge that arched the flood,
Their flag to April's breeze unfurled,
Here once the embattled farmers stood,
And fired the shot heard round the world.*

Ralph Waldo Emerson, "The Concord Hymn"



The Battle of Gettysburg, July 1 – 3, 1863

“...that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion – that we here highly resolve that these dead shall not have died in vain – that this nation, under God, shall have a new birth of freedom – and that government of the people, by the people, for the people, shall not perish from the earth.”

President Abraham Lincoln, *The Gettysburg Address*, November 19, 1863

Lest We Forget – continued



Near the front, France, World War I (note the observation plane)

*No mockeries for them from prayers or bells,
Nor any voice of mourning save the choirs,-
The shrill, demented choirs of wailing shells;
And bugles calling for them from sad shires.*

*What candles may be held to speed them all?
Not in the hands of boys, but in their eyes
Shall shine the holy glimmers of goodbyes.
The pallor of girls' brows shall be their pall;
Their flowers the tenderness of silent minds,
And each slow dusk a drawing-down of blinds.*

Wilfred Owen, 1893 – 1918



The Battle of Britain, Summer, 1940

*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.*

**Sir Winston Churchill, British Prime Minister – praising the RAF fighter pilots for winning
the Battle of Britain.**

Lest We Forget – continued...



Pearl Harbor, December 7, 1941

Yesterday, December 7th, 1941 -- a date which will live in infamy -- the United States of America was suddenly and deliberately attacked by naval and air forces of the Empire of Japan.

President Franklin Delano Roosevelt – speech to U.S. Congress

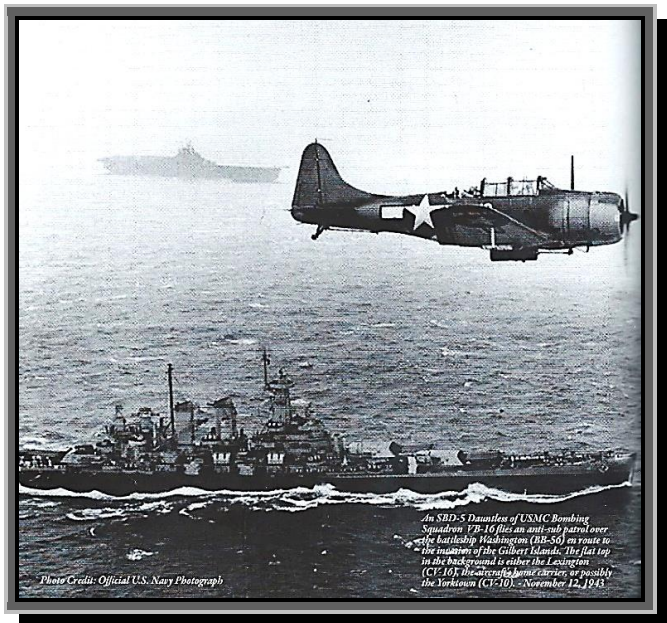


B-25 bomber taking off from USS Hornet – April 18,

1942

The use of land-based bombers also confused the Japanese and when asked by reporters where the attack had originated, President Roosevelt replied, “They came from our secret base in Shangri-La.” Later, the Navy named one of its carriers –
USS Shangri-La.

Lest We Forget– continued...



From Warbird Digest, May/June, 2014

SBD-5 Dauntless of USMC VB-16 Squadron flies over Battleship USS Washington on way to invasion of the Gilbert Islands. Carrier USS Lexington in background November 12, 1943.



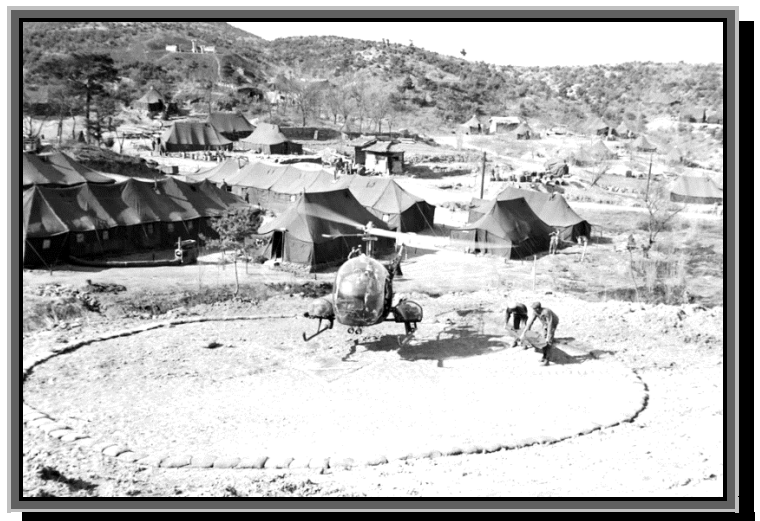
The Normandy, France beaches on the 70th anniversary of D-Day, June 6, 1944

In one of the most iconic moments during the Second World War - at around 8:30 p.m. on June 5, 1944, a day before the Allied invasion of Europe, Supreme Commander of the Allied Forces in Europe General Dwight Eisenhower spoke to US Co. E, 502nd Parachute Infantry Regiment (Strike). 'Full victory-nothing else', he gave the order of the day to these paratroopers - fully realizing that he was sending these boys to a near-suicidal mission; within 24 hours, most of them would be dead.

Lest We Forget – continued...



Remembering all the bomber crews and fighter escort pilots who brought the Allied Forces' response to Nazi Germany – with great loss of life.



Remember our troops in Korea, and the MASH units that kept many of them alive in difficult conditions and very cold winters.



Remember our troops in Vietnam, and the helicopter crews who supported them and rescued them, often in the line of fire.

Lest We Forget – continued...



USAF A-10 Warthog wreaking destruction on the Taliban in Afghanistan. These lethal platforms are great for supporting Troops on the ground, and the troops love them and their pilots.



Rest in Eternal Peace



**September 11, 2001 – a day etched in every American's memory.
Never Again!**



Lest we forget.....lest we forget!

RECESSIONAL

The Tumult and the shouting dies...
The Captains and the Kings Depart...
Still stands Thine ancient sacrifice,
A humble and contrite heart.
Lord God of Hosts, be with us yet,
Lest we forget...lest we forget!

Rudyard Kipling