

CONFEDERATE AIR FORCE - ESTRELLA SQUADRON
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More bad news, Bruce Toomey has been delayed back in Penn. and won't be able to put out the newsletter for a couple of more months, so guess you are stuck with me. Bruce WE MISS YOU!!!!!!!

MEETING NOTICE The next meeting will be held on Tuesday, October 6th, 1992 at the CAF hangar. Social Hour commencing at 6:00PM, Dinner at 7PM and meeting at 8PM. The menu this time will be Corn Beef and cabbage in celebration of the Fall harvest. Remember the days when this was the time of year to put the squash, pumpkins, etc. in the root cellar, salt down the hogs & beef for the coming winter? (Anyway that is what I read in history books, I think the electricity for my freezer) Many, many, people celebrate this time of year in thanks for the bountiful harvest, known as an Octoberfest..

ROVING REPORTERS: We are very fortunate to welcome to our newsletter the addition of two great talents. These two fellows will be contributing on a regular basis to add to our knowledge of warbirds and safety. Let us welcome Tom Leatherwood with his "WARBIRD SCENE" and Bob Singleton with "SAFETY INFORMATION". On the Warbird Scene, Tom will keep us informed of what is currently happening with insight to the Warbirds, not just on the local scene, but all ins and outs on a national scope. Bob has taken over the office of Safety Office for the squadron and wants to project his safety ideas to all of us. Some of our more senior pilots will say "I'll just skim over this, it is nothing new to me, I have been doing great, anyway it always is the OTHER pilots that gets in trouble. If you really believe this, just take a while and listen to the HANGAR TRUTHS. Hey, Joe Sabo, what is this we hear about a 707 jet that landed 1/2 mile short of the Mojave runway? Someone said you would know about this.

We wish to extend our deepest sympathy to Tracy Salor for the loss of his wife Joanna on September 15th. For those that wish, please make any donations to Hospice of SLO County, 1432 Higuera St. SLO 93401. Our thoughts and condolences are with you Tracy. With God willing, may she now rest in peace.

AIR SHOWS: Coming up is the Salinas show on Oct 3/4, how many signed up, have you got your reservations together??? Call Gary 238-2090. Then is Magoo on Oct. 10-11th, not last is the Moffitt Show on Oct. 17th-18th, the last show to ever be held there. There is one seat available on the S2F-1, call Glen 238-4858 or Rosemary 467-3521. Come on you new members, never been to an airshow in the STOOFF? lots of fun and usually costs only a breakfast for the weekend. You never know what to expect, sometimes it is the royal treatment at the fancy motels and then next time you get the enlisted mens quarters on base. But take it from me, it is always a treat and an experience. The nicest part is all the great people you get to meet, just like one big family of warbird enthusiasts.

*See you next month,
Rosemary*

"WARBIRD SCENE"
By Tom Leatherwood

Greetings from the desk of your new reporter and my column hereafter know as "The Warbird Scene". In it I will attempt too keep us informed of Warbird happenings both here and abroad. As I make my living in this industry I'm in touch with people daily all across the country, which affords me a wealth of information that I will eagerly try to pass on to our group. I hope you find it interesting as well as informative. Warbirds are a fascinating topic for young and old alike and the interest in it and its popularity continues to grow at an amazing rate.

By now everyone is pretty much aware of the extent of the destruction wrought by hurricane "Andrew". What you may not know is that one of the largest privately owned collections of vintage aircraft, many of them WW II examples, was virtually wiped out. I'm referring to the "Weeks Air Museum" located in south Florida, which was directly in the path of the storm. Ironically the museum was to soon be moved into new quarters, now under construction in northern Florida, an area unscathed by "Andrew". I don't have all the details yet, but it appears that nothing escaped serious damage. The B-17 and B-23 Dragon were found a mile and quarter away, amazingly still on their wheels although extensively damaged. The main building has collapsed inward and onto a P-51, P-40, P-35, B-25, T-6, L-13 among others. Outside, two C-46 Commandos are upside down. Happily the Dehavilland Mosquito was still at Oshkosh. The Ford Trimotor was in another building that collapsed on it and the consensus is that it may not be repairable, at least to flyable status. Additionally a large collection of parts and memorabilia is scattered and at the least soaked as it has rained virtually every day since. As to other damage to aircraft in the area we can only speculate. Florida has a very large and active Warbird population as well as general aviation where it is estimated over 300+ aircraft have been destroyed. Most of which are unreparable. The Warbirds at least are valuable enough that most will be restored to their former glory although clearly aviation in general has been dealt a severe blow that will take many years to recover from.

Florida remains in the focus this fall as another of the largest privately owned collection of WW II aircraft is to be auctioned in October. The late Harry Doan was an avid collector/restorer of these wonderful airplanes so this event will be of great interest to Warbird enthusiasts everywhere. Also a large amount of parts and project aircraft will be sold. Of specific interest to this author is a Douglas SBD Dauntless project which, if it is complete enough, we may try to acquire. To my knowledge there are only two flyable examples of this aircraft in the world.

LOCAL SCENE; Well it looks like everyone is up and flying (at least as this is written) including (finally) my own BT-15. The L-5 is back from Arizona where our intrepid aviators, Jeff Welles and Dick Griffriith have joined the Kangaroo Club while enroute to the L-bird fly-in somewhere in upper Siberia, I believe. Glad you are home safe and sound.

Recently seen operating out of PR is one of five (flyable) PB4Y Consolidated Privateer. Still putting out fires for CDF. You would think that with all the modern aircraft available for this purpose that this old war horse could be put into the hands of

preservationist to insure that it doesn't go the way of the Dodo bird and retired CAF Colonels. (re=write update: Word out is that they will be retired within the very near future!)

Saw a pretty nice C-45 on the transient ramp the other day with a for sale sign. Wouldn't that make a nice squadron Aircraft?? Save your Aluminum cans gang....That's an interesting thought...After WWII airplanes by the thousands were melted down to make cans and pans and such. Wonder how many cans it would take to reverse the process and make a P-51?????

RANDOM FACTS: In 1942 an AT-6SNJ cost the Government about \$17,000. An average one today brings out \$100,000.00!! Over 14,000 BT-13/15's were produced throughout the war while only around 26 are left on the civil register.

This brings to mind our speaker from the Sept. meeting. You could of heard a pin drop when he told how they watched the first bombs falling on Pearl Harbor. And his talk on the making of TORA-TORA-TORA was fascinating indeed. It's just unfortunate that so many aircraft were modified to simulate the Japanese aircraft for the flying scenes. The ZEKES OR ZEROS were built up from AT-6's (of which there is really no shortage) while the "Kate" torpedo and dive bomber replicas were made from BT-13's. A process that virtually cut in half the number of flyable BT'S in this country. This is not a critique of what was done, merely a statement of fact. Let the reader form his own opinion.

I'll wind this up with yet another bit of news of Florida. The B-17 belonging to Don Whittington has been purchased and flown to England by (I believe) Doug Arnold. One of the largest collectors of warbirds in Great Britain. Sadly, an event that may be repeated more and more as the dollar weakens in International trade and these priceless relics become more attractive to foreign interests.

TRIVIALITY FOR SEPTEMBER: What single modification to the P-38 in World War II did the most to enhance its performance and allow it to become one of the most lethal fighters of its day? P-38 jocks keep it to yourself please. The winner gets to hand prop my BT at the next meeting.

MAINTAIN AIRSPEED,
Tom Leatherwood.....

PS LOCAL UPDATE..as of rewrite 9/27

Don Leedom's L-2 is down for prop repairs, nothing serious, just some loose bolts holding it on while flying. He hopes to have it fixed and in the air for the Salinas Show Oct 3 and 4th. If that wasn't enough on Thursday, on Saturday the same week, his Bonanza developed a serious belly ache.

Our new reporter, Tom Leatherwood, reports Tina's Fairchild could have a problem with the lower end bearings. For those of you who missed it, the Fairchild took top honors at the Madera show in August.

The L-5 is having some work, including an annual, and is also out of service for awhile. The L-16 is looking better and better every day. Could we really be getting close to the BIG day??? Of course the Stooft just keeps winging along.

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ESTRELLA SQUADRON CONFEDERATE AIR FORCE
FLIGHT SAFETY INFORMATION-1 SEPT 1992

This is the first of several articles to be presented to the squadron. The purpose is to provide information on how to improve FLIGHT SAFETY.

SUBJECT: "MANAGING YOUR PISTON ENGINE" Some things that pilots can do to avoid in-flight power failures.

SOURCE: "AVIATION SAFETY JOURNAL, May 1, 1992 Bill Kelly-Author

1. HIGH RPM ENGINE START It takes time for oil to warm up, and to flow through the narrow passages in adequate amounts to coat the metal-to-metal parts. Some pilots hold a high RPM (1500-2000) from startup all the way to the takeoff point. This can cause severe wear and possibly damage to engine parts from lack of lubrication.

SOLUTION: At startup, hold below 1000 RPM for at least 1 minute, longer on cold days because the oil is very cold and stiff.

2. WATER IN THE FUEL Statistically, fuel contamination due to water is one of the major causes of in-flight power failures. A few ounces of water in the gas are enough to cause engine failure. Sources of water contamination are condensation, faulty storage tanks at the fuel supplier (inoperative water separators), and rain or wash water entering through the fuel caps. Many fuel caps leak, often due to faulty seals. On L-Birds, water can penetrate alongside the wire gauge.

SOLUTIONS:

- a. Keep the aircraft hangared if rain is expected. If not, consider taping over the caps, or use a manufactured temporary rain shield.
- b. Inspect the fuel caps and seals carefully for possible leaks.
- c. Keep the tanks topped off to minimize condensation.
- d. Draw a generous amount of fuel from the gascolator, low point drains and tank sump drains. Pour several samples into a quart jar to check for water. Drain at least as much as the volume of fuel lines from the tanks to the gascolator.

3. IGNITION SYSTEM Faulty magnetos, worn or aged ignition wires or fouled plugs will degrade the spark and lower engine performance. 100LL fuel contains only half the lead in 100/130 Avgas, but it has a much higher lead content compared to 80/87 fuel. Many of the smaller engines were designed for 80/87. This additional lead can quickly foul the plugs.

SOLUTIONS:

- a. Make sure that the magnetos have been serviced and adjusted and are within their overhaul life.
- b. Replace worn or aged ignition leads.
- c. Clean and replace plugs as necessary on a regular schedule (100 hr, annual, etc.)
- d. Reduce lead contamination by; (1) Adding TCP, (2) Leaning mixture a bit while taxiing, (3) Run lean at idle power (1000 RPM) for 1-2 minutes before shutdown. Mixture should be held a bit beyond peak RPM.

4. AIR FILTER The aircraft air filter is very small for the size of the engine. Sand and grit are brought in by the propwash during taxi. This material restricts airflow, and some is passed into the engine.

SOLUTIONS:

- a. Service the airfilter frequently.
- b. Change oil frequently to help flush out sand and grit.
- c. An Oil Analysis can be used to see if the silicon content in the engine is abnormally high.

5. RAPID CHANGES IN CYLINDER HEAD TEMPERATURE

Note: Information for the above 4 items came from Bill Kelly's article. I am providing this 5th item from my own sources.

We all know that running an engine hot can cause damage. But, how rapid the temperature rises or falls can be more serious than the actual temperature that is attained. Materials expand and contract with the rate of change of temperature--both rising and falling temperature. Piston rings often crystallize and break with fast temperature changes. Air cooled engines experience larger changes in CHT compared to liquid cooled engines because the liquid resists rapid temperature changes.

SOLUTIONS:

- a. On climb-out, avoid a high angle-of-attack, except for a short time for obstruction clearance. Airflow through the cowling is low and the CHT rises rapidly.
- b. Don't use a long power-off descent. The engine can cool off too fast. Rapid decreases in temperature can be as bad as rapid increases.



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