

CONFEDERATE AIR FORCE - ESTRELLA SQUADRON
VOLUME IV - NUMBER 11
November 1992

VIP VIP VIP ... Please mark your calendars for some very important meetings and events coming up.

1. Tuesday, November 3rd, is the regular meeting at the hangar, starting at 6pm, dinner at 7pm and meeting at 8pm. Italian dinner is on the menu. The speaker will be our member Mauri Wilks, who was a lead Bombardier in the 8th Air Force with many interesting stories.

2. Wednesday, November 11th, we are the hosts for the Chamber of Commerce monthly mixer. All businesses belonging to the Chamber have been invited to our hangar for a get acquainted evening from 5:30PM to 7:30PM. Refreshments will be served. Please attend this function and help get the Squadron known, YOUR HELP IS NEEDED!!!! Anyone having a Warbird and/or old plane is asked to please have it at the Hangar that evening, any questions on this display of planes, call Glen Thomson 238-4858. Colonels are asked to wear their uniforms, regular members are asked to wear our Squadron T-shirt. All members are also asked to come to the hangar on Saturday, Nov. 7 at 9AM for a CLEAN-UP party, so that we may pass inspection for the Mixer. Some work has already been done, but MUCH MORE is needed.

3. Coming up will be a day with Wayne Handley. Breakfast, acrobatic rides with Wayne, and much more will be on tap. More on this at the meeting.

4. The 1993 WARBIRD FLY-IN will be Sunday, May 23, 1993. This is the week after the wine festival (5/15) and the week before Memorial Day (5/30). Gary Corippo will be the "General" Chairman. Serving as Vice-Chairpersons, will be Dave Geiger, Jeff Welles and Rosemary Netto, assisted by ALL the wonderful 100 Member volunteers who will step forward in great numbers eager and willing to serve. MARK THIS DATE NOW!!!!!!!!

Did everyone like the new reporters, Tom Leatherwood's (WARBIRD SCENE) and Bob Singleton's (SAFETY) inserts last month? Tom's will be a monthly report and Bob's bi-monthly. Let's let them know how we enjoyed their efforts. THANKS YOU TWO....

AIRSHOW REPORT; October 10-11 saw Glen Thomson, Dave Geiger and Emil Mesko at Pt. Magoo in the S2F-1. Grossed \$1200. on the PX. October 17-18, Glen & Betsy Thomson, Dave Geiger, Rosemary & George Netto, and Keith Bowers in the S2F-1 and Gary and Matt Corippo in the T-28, traveled to the (last to be held there) air show at Moffitt NAS. Cliff and Carol Thurber drove up. Grossed \$1700. on the PX. It was wall to wall people. The PX does great considering 98% of our sales our Tootsi Toy Airplanes, airplane whistles & balsa gliders. An EXTRA thanks goes to Dave Geiger for packing the PX in the plane (and I do mean PACKING) plus selling and to Carol Thurber for the long hours she pitched in and helped sell both days, and she didn't even get to ride in the plane or stay on base.

See you at the meeting, Tues. 11/3

The Reno Championship Air Races were held late in September with some surprising results. "Rare Bear", The F8F Bearcat of Lyle Sheltons, which has dominated unlimited air racing for years, has finally been beaten. Although "beaten" probably isn't the correct word to use as mechanical failure was what ultimately put him out of the race. It may have been a close thing anyway as Bill "Tiger" Destefani of Bakersfield was leading the race at the time and had been since the start. His racer "Strega" a highly modified P-51 was running very strong and continued on to win the gold.

Shelton has been the favorite to win recently as the big "Cat" appears unbeatable. In fact he holds the lap speed record at (I beleive) 438 mph. Which he accomplished last year while trying out an experimental prop.

There were a few tense moments after Lyles engine failure while he wrestled the airplane back to a very hot, fast landing culminating in a ground loop. Although the airplane sustained no other damage. In fact it stayed on all three wheels throughout the ground loop. All in all a testament to Lyles skill in the cockpit.

An additional attraction at Reno this year was an auction of classic aircraft which I understamd brought disappointing results for the promoters as sales fell far short of expectations. Most felt that the aircraft were overpriced. We do know that an A-26 sold for 135,000 dollars. While at another auction held in Billings Montana saw three A-26's (former fire bombers) sold for 61, 84, and 91,000 dollars respectively. All in flyable condition.

Two mishaps recently involving P-38's is worth mentioning. The P-38 sold at the Santa Monica auction last year (\$1,500,000) was belly landed at Barstow a few weeks ago after a hydraulic failure. Fortunately damage was minimal and it should be flying by the time you read this. Yet another P-38 was bellied in recently in England by Steven Gray. Apparantly inadvertant. The damage was a bit more severe, but it should be back on the circuit within a few months.

In Chino a very rare example of the Bell P-63 has flown for the first time after a lengthy restoration. This will be a welcome addition to the warbird population and we will try to get it up here next year for our airshow.(Chino guys have all the fun).

Also from Chino comes word that the Boomerang fighter which was recently completed is on its way to Australia where it will become a valuable addition to their warbird population. The Boomerang was built by North American and closely resembles a single seat T-6. In fact many components are interchangeable. They were obsolete by the time they went into production and were not utilized by our Government. Most of them going to Australia where they saw action against the Japanese.

Al Pemberton makes the newsletter this month. Al brought that beautiful Tiger Moth over last year if you recall. Al also has a BT-9 Yale. Looks like a T-6 but has fixed gear and a Wright R-975. Unfortunately a few weeks ago Al was landing at Meadows Field and on roll out the left brake locked up causing a pretty severe ground-loop which tore off the right gear leg and damaged the right wing tip. This is a totally restored airplane. Which really serves to point out the risks we face in operating these aircraft. Even

though they have been reconditioned, many of the parts used, even though they are un-used may be as old as the airplanes themselves.

Seals dry out. Metals can crystalize, etc. Indeed, we found out ourselves recently while attempting to break in the new engine in the BT, the rings literally wore out in less than 5 hours of operation. New parts? Yes. But 50 years old. what does this mean to the Warbird owner 20 years from now, or 30?

Many parts will be newly manufactured thats true. But some examples that exist in fewer numbers may not find someone willing to tool up for items that will have such a limited need.

We just learned recently of a tragic accident in England involving the Spitfire MK XIV which was being flown by David Moore. The aircraft failed to complete a low level loop when it hit the ground, breaking up and catching fire. Moore was killed instantly. No tragedy is greater than one that could have been avoided. Low level aerobatics have probably claimed more lives and Warbirds than from any other cause.

Also from Britain comes news that the CAF's B-24 completed a successful flight across the Atlantic and participated in numerous air shows while there. What makes this event especially interesting is the fact that this very same aircraft was originally slated to go to England in WW II but never left here as the result of a landing accident prior to its departure.

A BT-15 may be returning to headquarters for re-assignment. This could be an ideal aircraft for our group, considering the ease of maintenance and low operating costs involved. Plus the fact that we already have one here in Paso gives us a pretty good head start on operations.

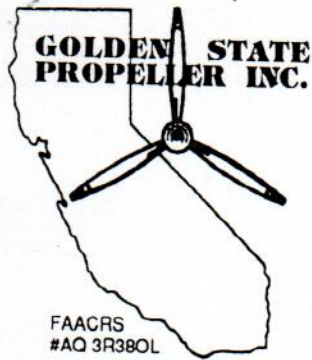
We really should be seriously thinking of acquiring a CAF aircraft as that is the primary reason this group exists. If were not supporting and getting a World War II aircraft back in the sky then we are failing in the fundamental reason the CAF exists.

This group has accomplished considerable in its short existence and I'm proud to be a part of it. It just never hurts to remind ourselves why we're here.

RANDOM BITS: Did you know that during WW II we had a gunnery training program where we actually fired live bullets at flying aircraft with real live pilots in them? If anybody in our group participated in this program and could shed some light on this interesting idea, how about sharing it at the next meeting. If not I'll detail it in the next newsletter.

TRIVIALITY: Well, no one came forward with the answer to last months question about the P-38....? Apparantly no one wanted the privalege of hand proping my BT. In any case, the modification I mentioned was the addition of a kind of dive break or turning flap if you will that along with hydraulically boosted ailerons greatly enhanced its turning radius.

This months trivial question is this; Which country in WW II possessed a bomber that carried a single pilot/bombadier? The pilot sat in the cockpit in the pretty conventional layout and flew the airplane to the target, whereupon he engaged the autopilot, folded the control column back out of the way, crawled into the nose and assumed the role of bombardier. He could also man the machine gun there in self defense. name the country and the airplane. Adios!



FAACRS
#AQ 3R380L

Eric Struve
President

Ph (805) 544-8356
Fax (805) 544-7956

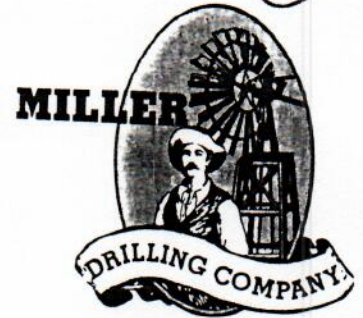
981 Airport Drive
San Luis Obispo, CA 93401



Paso Robles Ca.

239-3902

Monday - Friday 8am-5pm or so
Saturday 8am-6pm or so
Sunday 9am-5pm or so
BBQ Every Sunday!



BOB MILLER
(805) 434-1888

Well Drilling
Pump Sales & Service
Complete Machine Shop

301 North Main
Templeton, CA 93465
State License No. 324634



**Toomey
Aviation USA**

Stuart Toomey

5025 Wing Way
Paso Robles, CA 93446

Tel: (805) 239-9210
FAX: (805) 239-2514



JUDY CORIPPO
Travel Consultant

Johansen's Travel Service
8740 Pueblo Ave., Suite C
Atascadero, CA 93422

(805) 238-2090 Res.
(805) 461-1222 Bus.



Webber/Nelson Enterprises

Tina L. Nelson
REALTOR

622 12th Street
Paso Robles, CA 93446

Bus. (805) 238-0636
Res. (805) 237-1460

CHARLES W. BOWMAN
OWNER

PH. 805 238-7069

Unique Builders
GENERAL BUILDING CONTRACTOR

STATE LIC # 510551



Alan R. Lewis
VICE PRESIDENT

FAX: (805) 238-0648
(805) 238-6801

P.O. BOX 368
PASO ROBLES, CA 93447
PASO ROBLES AIRPORT

AIRCRAFT HANGARS
FARM / RANCH
COMMERCIAL



805-466-5537

Commercial Services • Search • Flight Instruction

3

Confederate Air Force
P.O. Box 570
Paso Robles, CA 93447



To:

John Davis
3057 E. Higuera St. #11
San Luis Ob. CA 93401
