

CONFEDERATE AIR FORCE - ESTERELLA SQUADRON  
VOL. 111 - NUMBER 12  
December 1992

Lots of news this time...

1. Our next meeting will be Tuesday, December 1, 1992, starting at 6pm. On the menu will be a Hearty homemade stew and crusty french bread for these chilly nights. At least the heater takes the chill off the hangar. The speaker has not been confirmed at this printing but if he consents it will be a good one!!!! Please note: For those that bring a new toy for TOYS FOR TOTS the social refreshments will be on the house.

That brings up a subject that was discussed at the Staff meeting concerning charitable donations. We receive at least 2 or 3 every month asking for donations. It was decided that we would pick 12 deserving charities and a donation box would be placed on the counter at each meeting and each member could decide personally if they wished to donate that month to the selected charity. Any funds collected would be sent to the monthly charity in the name of the CAF. This month Loaves and Fishes was selected. We will try to select the charities that reach out to the most in the area. Your suggestions are welcome.

Speaking of charitable organizations: The Estrella Squadron has need of a copier. Does anyone have one around that is gathering dust in the back room??? Also we have been given a projection TV that has a minor problem, do we have any technician in the Club that could look at it and give advice if it would be worth our while to have it fixed???? Call Gary Corippo 238-2090 or Rosemary 467-3521....

2. The Chamber of Commerce Mixer was a great success. We had an attendance of 150 people.

3. Please welcome a new member: Doug Miner. Doug is a long time pilot, with a commercial, single, multi, land & sea license. Has flown PBY-5, B-24, PV-2, SNB-5, plus lots of civilian aircraft. He lives at 922 Torrey Pines Dr. P.R. (239-1054) and is enjoying retirement.

4. CONGRATULATIONS ARE IN ORDER.... Tina Nelson is flashing a big beautiful engagement ring. Tom Leatherwood and Tina have decided to tie the knot and plans are for a spring time wedding. The VERY VERY best to both of you.

5. New addresses: Dirk and Dorothy Hale have moved to 2430 Barn Road at Heritage Ranch (P.R. 93446). Jeff and Mary Ann Welles just moved to 5631 Tamarisk Way (Country Club) S.L.O. 93401. Best wishes for your first Christmas in your new homes.

6. The Squadron plans on entering the P.R. Christmas parade on Dec. 5th with our Dodge Truck & Gary's and Tom Cameron's jeeps. If anyone would like to ride in the parade, please call Bob Singleton 239-2084. We won a First Place in both the Pioneer Day Parade and Colony Day Parade in October.

7. A special thanks to our member GARY RYAN, a designer and owner of Goofy Graphics, 868 Napa Ave. M.B. who has donated his time and talent to upgrade our signs, drive by and see them, they look terrific!! Anyone needing a graphic designer, give Gary a call.

AIR SHOW NEWS.....The date is May 23, 1993. This is the Sunday between the Wine Festival and Memorial Day. We will be advertising as an AIR SHOW this year, should have more clout than a fly-in. We will be calling on YOU to help as well as ideas. Lets all get our heads together and make this a success. Please don't wait to be asked, this is a volunteer effort and EVERYONE is needed.

HANGAR UPDATES: The L-16 has high hopes of being off the ground in time to fly with Santa. A (\$) breakfast on the tentative formal launch day is scheduled for January 2nd. Watch for firm plans in the next newsletter. If you have seen two fellows, Bill Kitchen and Frank Rezich, with two big (---) grins it is only that they stole a Cessna 182 and now have it in Bills hangar with Ruth and Pat in charge of washing and polishing. Stop by and see it, they are just a LITTLE proud of it and they have good reason to be. How many planes have leather seats and sun roofs! Bob Foote is in the process of stripping and repainting his plane. As of 5PM yesterday all the squadron warbirds were up and running. The S2F-1, T-28, L-2, L-5 and Paul Clarks L-Bird did an impressive fly-by of the RR & Templeton cemetery to honor the military on Veterans Day. Bad news has it that we will be losing Tracey Sayler to Porterville, hope this is just a rumor and not been confirmed. We would certainly miss him, not to mention his RV-6 even if it has MARINES displayed on it. If he leaves, hope he remembers the rides he has promised, and yet that will be a good excuse to fly to Porterville. Don Leedom's Bonanza's belly ache has had good reports with no damage to date in the worrisome areas, but found the top parts were really tired. Bob Miller has found a way to beat the cost of flying his Debonair, you can see him now tooling around the airport on a Honda 350 at 100 miles per gallon, a witness saw him at the gas station actually buy a whole dollars worth of gas. Glad to see Charlie Wells back, he had an eye operation about two months ago and is just now able to get out and around, we are still hoping to see his yellow canary in the pattern. Charlie, word is out that your luck has just made a fantastic turn!!

On the more serious side, Safety Officers, Bob Singelton and Dave Geiger presented the final Ground Safety Guidelines for the hangar and ramp areas at the November staff meeting. A copy is attached. Let's all remember, these rules apply to EVERYONE, not to the other guy.

Has everyone noticed our fancy new flagpole? Now if we just had a flag to fly.....

In closing, we on the Staff, would like to wish everyone a very happy Thanksgiving and a Merry Christmas. May your Holidays be filled with joy, happiness and lots of Family.

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ESTRELLA SQUADRON      CONFEDERATE AIR FORCE  
GROUND SAFETY INFORMATION-1      NOV 1992

GROUND SAFETY GUIDELINES

GENERAL:

SMOKING IS NOT ALLOWED IN THE HANGAR OR WITHIN 50 FEET OF ANY AIRCRAFT PARKED ON THE RAMP  
INSURE THAT FIRE EXTINGUISHING EQUIPMENT IS AVAILABLE AND QUICKLY ACCESSABLE BEFORE ANY HANGAR WORK OR AIRCRAFT STARTING

HANGARS:

KEEP THE WORK AREA NEAT, CLEAN, ORGANIZED AND WELL LIGHTED  
OPEN CONTAINERS OF FUEL ARE NOT ALLOWED, AND REFUELING OF AIRCRAFT OR VEHICLES IS NOT ALLOWED IN HANGARS  
OTHER FLAMMABLE SUPPLIES-- PAINTS, SOLVENTS, OIL, ETC. SHALL BE KEPT IN A SEPARATE CONTAINER, PREFERABLY METAL AWAY FROM IGNITION SOURCES  
KEEP THE FLOOR CLEAN OF FUEL, OIL AND OTHER FLAMMABLES  
USE A STEEL CAN WITH METAL COVER FOR TEMPORARY DISPOSAL OF OILY RAGS  
EMPTY ALL TRASH CONTAINERS ON A REGULAR BASIS  
SAFETY GLASSES OR GOGGLES SHALL BE WORN WHEN USING SHOP EQUIPMENT, POWER TOOLS OR ENGAGING IN TASKS DANGEROUS TO EYES  
LAST PERSON OUT--MAKE SURE ALL APPLICANCES (COFFEE POTS, ETC.) AND POWER TOOLS ARE SHUT OFF, AND ALL POWER CORDS ARE DISCONNECTED  
ROPE OFF AREAS TO KEEP VISITORS CLEAR-- (WORK AREAS, STORAGE AREAS, AIRCRAFT MAINTENANCE AREAS, SLIPPERY FLOORS, ETC.)

RAMP & TAXI AREAS:

IF YOU CANNOT EXTINGUISH AN AIRCRAFT FIRE IN THE FIRST 30 SECONDS, BE PREPARED TO EVACUATE ALL PEOPLE TO A SAFE DISTANCE  
ALWAYS USE A BRAKEMAN IN THE COCKPIT WHEN MOVING A LARGE AIRCRAFT OR HAND PROP STARTING ANY ENGINE  
USE WING WALKERS WHEN MOVING A LARGE AIRCRAFT  
PARK CARS, TRUCKS, ETC. IN A MANNER THAT DOES NOT OBSTRUCT AIRCRAFT REPAIR, STARTING OR TAXIING

DAVE GEIGER    ASSOCIATE SAFETY OFFICER

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**"WARBIRD SCENE" Vol.111**

by: Col. Tom Leatherwood

I'm going to regress a little bit this month by going back to September and the Reno air races. Actually a drama that was played out by one of the race pilots while enroute to Reno. That pilot was Matt Jackson. Matt was ferrying "Stilleteo", a highly modified P-51, to Reno where he would be piloting this airplane in the unlimited class. While enroute Matt decided to stop in Bishop for fuel and to check out the airplane, as it had just undergone some modifications. Upon departure, just after lift-off, He experienced what felt like a major engine failure. The engine apparantly back-fired, blowing the carb right off the engine. Matt had very few options at this point. He was able to wrack the aiplane around and line up with an old un-used taxi-way and was preparing to belly it in when he reached over to shut off the master he accidentally hit the electric fuel primer toggle which triggered a burst of power from the engine. Matt then used this technique to give him the time he needed to lower the gear and land the airplane with no furthur damage. That evening they pulled the engine, hauled it back to the overhaul shop, repaired it, put it back on the airplane the next day, whereupon Matt flew it to Reno, qualified, and flew in the race!!! Unfortunately he experienced a prop control failure that put the prop into "feather". Dropping onto the closest runway available Matt found himself on the ground doing about 160 mph when he discovered he had no brakes. Rolling out to the end of the runway he ruddered the airplane into a ground loop, again sustaining no other damage. Does this guy live right or what! Just a couple of ordinary days in the life of an Unlimited race pilot. How about it Tina? Really!!We could put an R3350 on the BT, streamline it a little, Hey! Where ya goin!... come back.. It was just a thought.

**AUCTION UPDATE:** The Harry Doan Auction in Florida has come and gone. We decided at the last minute not to attend. The SBD project that we were interested in was not viable for us. Wings will have to be built from scratch as there are none available. Harry had searched the world, literally, for eight years unsuccessfully. Many other parts were missing as well. Remember the pictures we saw at a recent meeting of the set for "Tora-Tora-Tora" with two or three SBD's that were being used for wind machines? All of them less the outer wing panels? They were probably scrapped.....AARRGGHHH!!!!

Some figures just in: B-25 sold for 215,000, T-6 for 89,000, A4D Skyraider for 240,000, T-33 for 110,000, Lockheed 12 for 125,000.

These were all licensed flyable aircraft. These figures show that Warbirds are for the most part holding their own in the market, where a lot of other "luxury" possessions such as boats and cars have taken huge drops in value. The general feeling is that warbird prices have bottomed out and may soon start inching back up.

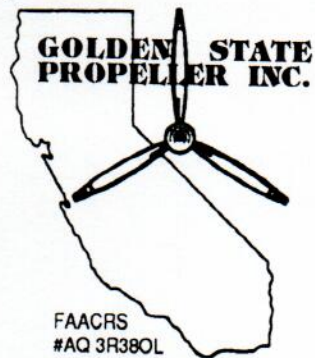
**RANDOM BITS:** Last month I mentioned a gunnery training program that had airplanes actually firing live ammo at other aircraft. Well, it really happened. However the real "ammo" was actually what they called "frangible" bullets. The shell and the powder charge was real but the bullet itself was made from a material that would disintegrate upon contact with a hard object. The hard object in this case being P-39Q aircraft. The "Q" designating a specially designed model with thicker skin, armoured glass etc. The only problem was that quite a few aircraft were lost as a result of damage to the coolant radiators which are fairly fragile and couldn't take the impact. The program was abandoned soon after.

**Maury Wilkes:** I'd like to take a minute to mention our speaker from the last meeting. Maury Wilkes. Who was a lead bombardier with the Air Force in England. I've seldom heard it as quiet in our hanger as when Maury spoke. Earlier I had apologized to Gary for forgetting to bring my PA system, but I'll tell you, He didn't need it. Seldom have I felt as much emotion from a speaker as I did from him. You almost felt like you were there at times. And it was obviously very painful to Maury to relate some of this to us. The motion pictures have glamorized World War 11, and to many of us who weren't there it seems like it must have been "high adventure". The reality of it was I'm sure, far from it, and I know we're all grateful to him for sharing his experiences with us.

**ABSENT MEMBERS:** For those members who missed this meeting all I can say is "to bad." As you missed one of the best speakers we've had. Keep in mind when your deciding whether or not to attend a specific meeting, you may be missing a lot more than "lasagna", or " corn beef & cabbage".

**PRESIDENTIAL NOTE:** We're all aware of George Bushs role in World War 11, what some may not know is that at the time he was the youngest flier in the navy. Also that he was forced down twice during combat. The first time ditching his TBF with four 500 pound depth charges in the bombay. Making a textbook touchdown at sea, Bush and his two crewmen escaped unscathed. The second time being the more publicized dive bombing mission. George Bush will be our last president to have experienced World War 11. And whether you agree with his politics or not you have to salute a man who has spent nearly his entire adult life in Honorable service to his country.

**TRIVIAL "PURSUIT":** Last month I mentioned a bomber that had a single pilot/bombardier. Once established on his bomb run the pilot would engage the autopilot, fold the control yoke aside and lay down in a prone position in the nose, assuming the role of bombardier. Now our heavy bombers had a similar system whereas the bombardier could actually "fly" the airplane thru the bombsight which was linked to the autopilot. But there was still a pilot in the cockpit who could take over if anything went wrong. And I'm sure it often happened. Even today autopilots are not "the" most reliable pieces of equipment. The aircraft in question was the Arado 234. and the country was Germany. The Arado was the first JET engined bomber in the world. But was to late to have any impact on the war. ADIOS!



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