

# CONFEDERATE AIR FORCE NEWS

## *Estrella Squadron*



All the news that's fit  
to print and then some!

Volume IV Number 2

Paso Robles, California

February 1993

### *February Meeting*

Our next meeting will be held on February 2, 1993 at the Hangar. Social Hour commencing at 6:00pm and dinner at 7:00pm.

As of this date we are informed that dinner will be a hearty Minestrone Soup with Salad and Rolls. Sounds good for this time of year and should warm the cockles of the heart. Hope to see you ALL there.

Bob Markwith has been asked to provide a speaker but as of this date, we have been unable to confirm whom it might be.

### *Bug Smashers*

It happened, it really did happen!! The L-16 was airborne on January 2nd and represents

the final outcome of a tremendous amount of work by a number of dedicated people. We had planned to pen an exuberant statement about the whole thing but Tom Leatherwood summed it up perfectly in his *Warbirds* column. It was truly a great day for all of us. There was a feeling of closeness and camaraderie during the whole day that was so tangible you could almost feel it. Every one of us as members, whether we did anything for the Bug Smashers group or not, had a wonderful feeling of pride watching the little bird take off and as Tom said, a lot of people commented about the fact that we all seemed so close and were having such a wonderful, relaxed time! They are right about that and isn't it great? As of this writing there are evidently 6 members checked out in the Bird!

Tom's comments about continued activities such as the "Open

House" idea also call for some serious thought.

### *Midland Meeting*

The Winter Staff Conference at the C.A.F. Headquarters was held on January 22 and 23. In attendance were Colonels Corippo, Thomson, Wells and Geiger. The Conference was very informative and we should hear from those who attended at the coming meeting. Evidently, a good time was had by all so it wasn't all work and no play. We are also informed that a few new jokes may be heard from the attendees, all very straight forward and above-board, you understand. Enough said!



Turn the Page!



## **The Estrella Squadron** **Newsletter**

is published monthly as an unofficial voluntary contribution. Content and opinion is the sole responsibility of the Editor, Bruce M. Toomey. Submissions for inclusion are gladly accepted and solicited, including articles, display and classified ads etc. Send all submissions to: P.O. Box 3065 Paso Robles, CA 93447

Graphics, computer layout, design and use of photocopying machine as well as stationary and other supplies are the contribution of your local FBO, Stuart Toomey and Toomey Aviation USA 5025 Wing Way Paso Robles, CA 93446 (805)-239-9210

## ***The Ride of Your Life!***

Don't forget! Wayne Handley will be with us on February 13 and 14 to provide all those who have signed up for it, a ride in his Pitts. The ride will be whatever they want it to be from a mild aerobatic sequence to a true thrasher if they want it. We would like a good turnout of members so please try to be at the Hangar on both days. It will be a lot of fun and there will be food on Saturday the 13th, at least, and probably Sunday too if it can be worked out and if we can get some volunteers. This would be a lunch type spread, hot dogs and just simple stuff that we could sell to ourselves and guests, onlookers and whomever.

We hear that Wayne will be having breakfast with the six people who will be flying with him each day and at that time will give them an idea what their flight will be like. We recommend eating light, troops..... Save the bacon and eggs until AFTER the flight!

## ***San Diego Trip***

Please check with Rosemary Netto, 467-3521, or Dirk Hale, 237-0819, with regard to the trip to the Air & Space Museum. There are still a few seats left and this promises to be a truly nice trip. The accommodations will be first class and the varied activities should suit everyone's taste. Lets try to make this a success because there are other types of trips, as well, that we can organize in the future and these can be a lot of fun and informative too.

## ***Last But Not Least***

This is just a quick public thanks to my dear friend, Rosemary, for writing what was supposed to have been the September 1992 Newsletter, (along with everything else she does) and which turned out to be September THROUGH January.

Like I say.....*Wonder Woman !!*

# **WARBIRDS!**

*by Tom Leatherwood*

Recently I mentioned the fact that George Bush will be the last US President to have experienced World War II. I'm not sure why that seems important to me. Maybe having a "Hero" in the White House matters to me. OK, Bush wasn't exactly a hero as heroes go, but all those guys that flew those planes and did the things they did, under the conditions they did, seem like heroes to me.

Maybe I feel that going out and defending your country, with your life if necessary, truly gives you the right to lead it.

Clearly its the end of an era, and I may never look at the oval office again with the same sense of awe and confidence that I used to.

## **INTERNATIONAL SCENE:**

There's not a whole lot of information coming out of Europe these days. England of course is the hub of warbird activity over there and as they suffer some pretty harsh winters, I'd say most of their hatches are probably battened, Old chap.

I have had some interesting news from a customer of mine in



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Israel. He has located two Grumman TBMs out in the countryside. About 60 miles in from the coast. They are modified as crop sprayers but were never used in that roll. The airplanes are complete, however they suffer from serious corrosion and would be extremely expensive to return to flyable status. Asking price is 10,000 US. As is, where is. TBMs unfortunately aren't bringing the kind of money that would justify their retrieval at this point.

**MUSEUM OF FLYING:**

Recently the Santa Monica museum took delivery of the only flying Hawker Hurricane in the US. The "Hurry" was in reality the mainstay of the RAF in the early days of The Battle of Britain, although the Spitfire gets most of the credit. This is a very significant aircraft and joins the museum's "Spit". They should both be on the airshow circuit this year. In addition, the museum also has a German BF-109 under restoration that has actual combat history. We saw the Hurricane recently and highly recommend that if your in L.A., be sure to visit this fine facility. (Hey Dirk, here's a candidate for one of your tours.) Their restoration facility alone is worth the trip.

**LOCAL SCENE:**

January 2nd, "roll-out" day for the L-16, was without a doubt the most FUN we've had as a group in quite some time. It seems like everybody got into the action. L-2, L-5, L-16, BT, T-28, even Tracy was out giving rides in his RV-6! I can't believe how many comments I've heard from non-members who were at the airport stating "how much fun we seemed to be having" and "maybe I ought to check this group out". This is what it's all about gang!

What about designating one day a month as "Open House" or "Fly Day"? Nothing will attract more publicity and public interest in our group than these airplanes doing their thing.

What if we set this up as a regular thing? Let the public know about it? Get the PX going? It doesn't have to be a big deal, or a lot of work for anybody...??? Food for thought.

**PAST TIMES:**

Southern California was an incredible place for an aviation addicted kid to grow up in. Every airport had its allotment of derelict World War II aircraft and if it was within twenty five miles of North Hollywood, I had time in it. I don't mean a few minutes either. Were talking

hours. I "flew" most of the missions flown by our forces in both main theaters of war and never left the state. Fighters, bombers, transports, helicopters (ugh), even a drone. I have "time" in the DeHavilland Mosquito, B-25 (much), F4F, P-51, TBM, PBY, B-26, C-45, C-47, SBD, T-6, BT-13, P-63, just to name a few. San Fernando airport was particularly rich in artifacts. I even had time in a cute little twin-engine, tri-gearred drone that a fellow was trying to convert to manned flight. Thank God he never completed the project as I'm sure it would have proved fatal.

This occurred in the mid to late fifties and would occupy our time on Saturdays while waiting to get our 30 minutes or so in the Air Explorers Ercoupe at 3 bucks an hour-wet! Instructor included.

I remember in the early fifties going with my Dad to "Grand Central" in Glendale and seeing "Used Plane Lots" - Seriously!

Picture a used car lot with a little office in back. Banners and flags flying. And instead of cars.... Airplanes. As many as could fit. I vividly remember, PT-22's, BT's, a Staggerwing, plus many small GA types. There'd be a price tag on the windshield, and I'm sure some guy named "Slick" or "Sharky" ready to make you



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the "deal" of the century. Incredible!

Later on, in the early seventies I had occasion to visit Jack Hardwick's yard in (I believe) Hawthorne. I was astoundingly given permission to wander, alone, in the "back". Well, the Pope could not have been more awed on his first visit to the Vatican. The first thing I spotted were two BF-109s. Crated. Then a couple of T-34s caught my eye. Towering above these was a P-38. Complete.

I then noticed a giant oleander bush grown up around "something". Pushing through the shrub I discovered a P-47 razorback. Wings off. Sitting on a pallet. One of the rarest even then. Thinking I must have seen it all, I turned and beheld an even rarer aircraft, which hardly seems possible, but it was in fact the Bell P-59 Airacomet.

Our first operational or production Jet Fighter, wings off, also sitting on a pallet. At the time, the Curtiss Jenny, B-25 and warehouse full of antique parts and engines held little interest for me (although the subsequent purchase and distribution of the parts will be the subject of a future article). I finally had to be coaxed (threatened) out and sent on my way. Soon after, Jack Hardwick, in failing health,

liquidated the entire collection and retired.

Ironically he recovered from his illness and some time later was killed in a car crash coming back from a gambling trip to Las Vegas. Jack was a "colorful" crotchety old character whose life and flying exploits could fill a book and probably will someday. And while a lot of people were put off by his attitude, I got along with him. Maybe he saw a little of himself as a youth in me. In any case I only knew of one or two other people who were ever turned loose in the "back".

No trip back into my time would be complete without mentioning "Travel Town". Located near Griffith Park, it featured mostly old trains although for a while housed a very early P-40 variant along with a Japanese "Raider" fighter. Maybe the only one in existence. Where they ended up Heaven knows.....And Heaven ain't tellin'! .....Adios!



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# Flight Safety Information

January 1993  
By Bob Singleton  
Flight Safety Officer

**Subject;**  
Flying The Pattern At Paso Robles Airport

**Source;**  
"Tips For Staying Safe At Uncontrolled Airports,"  
Aviation Safety, December 1992,  
Douglas Ritter-Author

The Source article provides two important pieces of information, quote;

1. Research of the available data on mid air collisions has shown that most mid-air collisions and near mid-air collisions occur within 5 miles of Uncontrolled Airports, below 3000 feet AGL and in visual meteorological conditions (VMC). In 2/3 of these reports at least one of the aircraft was on final approach, and in the majority of these cases, was flying a straight-in approach.
2. Because some pilots feel they are free to do what they want, without a controller to boss them around, they often do things that are patently unsafe and often illegal, or simply discourteous



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and dangerous. The result often is tragedy.

Where there is a high concentration of aircraft at a point such as an airport, extreme caution is required. With no tower operator keeping his eyes peeled, survival requires adherence to proven techniques.

One proven technique is pattern flying. The Airman's Information Manual (AIM) shows the recommended pattern (Figure 4-5, Paragraph 223). Roger Oxborrow, Paso Robles Airport Manager, states that the Paso Robles pattern is the standard AIM pattern with a pattern altitude of 1000' AGL (1800 MSL). The pattern on runway 19/01 is all east of the runway for noise abatement purposes.

Webster defines a pattern as "anything proposed for or worthy of imitation." It is a standard like driving on the right or stopping at stop signs. The other guy assumes that you are following the recommended pattern. In case of an accident, you will be on very shaky ground in a court of law (where most of the audience is against you anyway) if you flew other than the pattern recommended by AIM. The exception is where you plan to execute a non-pattern maneuver and get prior approval from the airport manager.

The standard pattern has several advantages:

1. All left turns, assuming landing into the prevailing wind.
2. No head-on encounters.

It is very difficult to see another aircraft head-on. It presents a very small cross section area and the closing rate is high. An aircraft flying a straight-in approach is a near head-on attitude to one on downwind and vice versa. Straight-ins are dangerous, especially with no tower operator watching the base/final area.

The standard pattern has the approach at 45 degrees from the downwind on the pattern side of the runway. The standard pattern has no straight-in approach. On the 45 degree approach, one should start the approach 1 to 2 miles from downwind at pattern altitude. This way one won't be trying to find traffic looking down through the ground clutter.

As CAF members, representing a mature aviation organization, we should set the example for safe flying which includes flying the pattern at Paso Robles. A pilot should be allowed to enjoy aerobatics, low flying and other fun maneuvers as long as he does not endanger others. The airport is not the place for it.

More on this later--your comments are appreciated.



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 Sunday 9am-6pm or so  
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