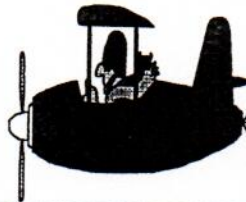


CONFEDERATE AIR FORCE NEWS

Estrella Squadron



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

Volume IV Number 3

Paso Robles, California

March 1993

March Meeting

Our next meeting will be held on March 2, 1993 at the Hangar. Social Hour commencing at 6:00pm and Dinner at 7:00pm. As of this writing we are informed that dinner will consist of hamburgers and cheeseburgers on the grill to be accompanied by salad and, hopefully, BEANS.



Fourth Annual Airshow!

As you know, our fourth annual airshow with the theme "Fighters" will be held on May 23, 1993.

Don't forget that on Saturday evening, the 22nd, there will be an early bird (aircraft arriving early) barbecue which will be for arriving pilots and members and also open to the general public. It should be a relaxed and informal affair which will give visitors an idea as to how much fun it is to be part of the operation and which will give us all a chance to welcome some of the arriving aircraft pilots and crews.

To the best of our knowledge there will be no other nearby airshow conflicts of any major importance so we have a wonderful chance to get a large number of aircraft and a good turnout of people. This is turning out to be one heck of a Show!! We have both firm and tentative

commitments from airplane owners and groups who have promised to fly in stuff that will knock your socks off. There is more going on than you can imagine.

This will be something that will make you proud to be a member of the Squadron and the whole CAF. Our committee chairpersons are also working THEIR socks off to get organized well in advance of the show.

They are doing a tremendous job and that brings up one of our reoccurring and most important subjects, *VOLUNTEERING*.

Now—we harp on this every year but it still needs to be said. The success of the whole airshow depends on every member of the Squadron doing his or her part. To be perfectly honest about it we really don't have an awful lot of trouble but this is mainly because the same old dedicated bunch gets right in there and does more than

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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

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their share. Granted it's a pretty fair-sized bunch but there are still those who could do a lot more to help and we are going to need EVERY ONE of them this year.

This is going to be a Big Show, a GREAT show, no question about it, and we are going to need the input of EVERY member. Many of the least interesting drudgery jobs are being farmed out to other organizations so this leaves the membership free to pitch in and handle the money raising tasks that will bring in the funds we hope to get. That's what it's all about, besides having a lot of fun.

We are, happily, growing by leaps and bounds so there are a lot of fresh faces out there, some of whom we all know and some who have not really made themselves known as yet. To them we say, "Don't be shy." This is about the least exclusive group you can ever be associated with. Everyone is friendly and eager

to bring new members into the fold so just stick out your hand and introduce yourselves. If you have any special talents, let someone know and they will be happily utilized.

For those who have been members for a longer period, just go ahead and volunteer for a show job. Some of them are only for the day of the show while others require helping the various Chairpersons with all of the details of advance planning. Just do SOMETHING, whatever you can, and you will get one heck of a sense of accomplishment if you contribute.

A tentative list of committees and committee chairpersons is shown below. If you've been volunteered without your knowledge or if you have been asked already by someone to do a specific job, don't panic if your name is on the list. Talk with the Squadron Leader and straighten it out. There is plenty or work for everyone. For that matter there are those who do a job like setup or cleanup or other jobs, before and after the show, who can do something else during the show like running the personnel transport jitneys or some other task which really doubles our manpower.

Whatever you do, please look this list over and VOLUNTEER for one or MORE committees. This is OUR show. Most of these Chairpersons have ALREADY worked their buns off preparing dozens of things in advance. Anything you can do to help can make the show run much more smoothly and can lessen the burden on those who do so much.

Committee Chairpersons

| | |
|---------------------------|----------|
| Chairman: | |
| Gary Corippo | 238-2090 |
| Co-Chairs: | |
| Jeff Welles | 541-5765 |
| Rosemary Netto | 467-3521 |
| Ramp Boss: | |
| Keith Bowers | 238-3358 |
| Greeters: | |
| Pat & Bill Kitchen | 238-5131 |
| Finances: | |
| Rosemary Netto | 467-3521 |
| Insurance: | |
| Bob Markwith | 461-7880 |
| Concessions: | |
| Jeff Welles | 541-5765 |
| Gates/Tickets: | |
| Dirk Hale | 237-0819 |
| PIO/PAO: | |
| Willa Killion | 461-5405 |
| Audio: | |
| Tom Leatherwood | 237-7450 |
| Set up: | |
| Bob Weiss | 461-9010 |
| Clean up: | |
| Bruce Toomey | 238-9266 |
| Procurement: | |
| Obbie Atkinson | 238-9212 |
| Traffic: | |
| Bill Price | 239-1746 |
| Safety Officer: | |
| Bob Singleton | 239-2084 |
| Corp. Sponsors: | |
| Gary Corippo | 238-2090 |
| Fueling: | |
| Dave Geiger | 239-1598 |
| Security: | |
| George Netto | 467-3521 |
| Military Vehicles: | |
| Dirk Hale | 237-0819 |
| War Birds: | |
| Glen Thomson | 238-4858 |
| Military Aircraft: | |
| Gary Corippo | 238-2090 |
| Accommodations: | |
| Bob Markwith | 461-7880 |

Air Boss:

Roger Oxborrow 237-3877

Announcers:

Frank Rezieh 467-3669

Gary Ryan 772-3361



Wayne Handley Day

Maybe that's not exactly what it should be called but Wayne's visit for the "Flight of Your Life" on February 13th and 14th was definitely a Big Day in the annals of the Squadron. Everyone had a BALL, especially our intrepid Rosemary Netto who is still talking about it.

At least twelve people signed up for the chance to fly with Wayne who performed anything you wanted in the way of aerobatics from a full air show style flight to whatever the old stomach could handle. From all accounts there was only one gastric deluge but there are those who admitted that their limits were definitely being pushed.

It was a wonderful opportunity for many people to experience the feelings of something other than stability in an airplane. Those who had never been exposed to anything wilder than a 60 degree bank came away with the knowledge that an airplane can do a whole lot more in the hands of a true expert and do it safely. With some training schools not offering spin recovery, Wayne's handling of his superb aircraft should have instilled, if not confidence, at least a measure of acceptance the fact that odd

attitudes do not necessarily mean lack of control.

The whole two days were a definite plus and our sincere thanks are extended to Wayne for making himself available to our group.



Santa Monica Trip

The visit to the Santa Monica Museum of Flight last Saturday the 20th was, by all reports, a really worthwhile trip. Only a few signed up so there were only two car loads but those who went really enjoyed themselves. There was a tour of the Museum to begin with and then a tour of the restoration area later which, evidently, was a real eye opener; all kinds of interesting stuff being worked on. We hope that those who attended will give a brief report to the members at the March meeting.

This brings up another point and that's the question of tours in general. Perhaps the thought of the somewhat longer trip to San Diego, which eventually was canceled, was a bit overwhelming for a first outing. The Santa Monica trip, however, proved just how much fun and how informative one of these visits can be and it is to be hoped that those who planned the earlier trip will not lose interest in promoting other jaunts. When those who went to Santa Monica report to us at the meeting we are sure many people will be sorry they didn't attend. So... let's try another; maybe Chino or even Camarillo or Santa Paula just to see what's going on.

Member Pictures

Your Editor, who is sporadically putting up photos of members, for the purpose of getting to know each other, will try to have another frame made by the next meeting and will put up more photos that you have probably thought were lost! Frankly, I do not know the names of all the new members (and even some of the older ones!) so if your picture appears without a name under it please don't take it as an affront. Just drag me over to it and tell me who you are and I will be most grateful.



Bug Smashers

(and other birds of a feather!)

In spite of the inclement weather of the past few weeks, which all of our native and near native semi-desert Californians seem to enjoy so much, "our" valiant group of mini warbirds has been seen scooting in and out between raindrops and clouds as often as possible. It's really fun for us to sit in our office facing the runways and watch these little birds take to the air and zip around the pattern or disappear for a while (Spirit of San Luis for lunch??) before sliding down base leg and final. The Bug Smashers have every reason to be proud of their offspring but the others as well contribute greatly to our group as a whole and we are proud of all of them.



A Navigator's Final Pass in a B-17G

San Diego County Saturday, December 6, 1986
(From an article given to us by Dirk Hale)

When I first climbed into this glorious old airplane she was diminished, more wreck than relic of epic aerial warfare.

What had been built for the Air Force in 1944 as a B17G Flying Fortress had been demoted by 1976 to fighting California forest fires. Stinking layers of maroon slurry stained her undersides. What cockpit instruments worked were best described as estimates. Turrets, seats, radios, guns, crew stations...cut away, gone.

Yet this shell still flew with forgiveness and trust. So what that in rain, the cockpit became a car wash? Loyalty and indestructibility were intact; her soul and history ready for restoration.

Four of us began the work. Then 15. Then 50 loving amateurs who formed around the airplane as the Arizona Wing of the Confederate Air Force, a group dedicated to the preservation of World War II aircraft.

The old bomber was steam cleaned and water blasted. We buffed her to bright aluminum by hand, by the hectare. Weekend by month by year, her engines, controls, avionics, landing gear, wiring and panel were rebuilt. Bone yards, junkyards, veterans souvenirs, abandoned museums, even crashed bombers uncovered by a Zuider Zee reclamation, gave us ...those turrets, seats, radios, guns, bombsights and crew stations.

She was returned to the insignia of the 8th Air Force. Then we held a contest to name the airplane. A wife suggested the title of a song, the one she and her bombardier husband had danced to in 1944, "Sentimental Journey."

So we painted that and Betty Grable on her nose and went barnstorming from Harlingen, Texas to Oshkosh, Wisconsin.

□

The last time I climbed into this glorious airplane was Wednesday. We flew from Ontario and were given

permission to make a booming pass that spiced the afternoon at Burbank Airport before landing at Van Nuys. That's where she'll be today and Sunday. She's parked with her blue striped tail almost overhanging Sherman Way. Entrance is through Best Western Airtel Plaza, 72477 Valjean. For \$3.00, from 8:30 am, a CAF colonel will take you through the airplane. If you can feel, you will be in a time machine.

And in that, at peace, the mission of "Sentimental Journey" has clearly transcended its function at war.

□

Former B17 pilots and navigators have wept at the sight of this airplane that brought them back from Schweinfurt and Ploesti. A very aged mother once asked to see the radio compartment. There she prayed for the son who had written home about his cubicle, then was killed there.

Mostly I think about Bob Millhouse.

He was 59 and dying from Lou Gehrig's disease and he had locked up what was left of his life. A will had been written, assets assigned. Millhouse had even chosen a favorite place for his last season: winter in Arizona, That's where he heard familiar thunder. He looked up.

"Sentimental Journey" was overhead and landing near Phoenix and Millhouse began remembering...

1944 and Attleborough, England. Millhouse was a B17 navigator with the 452nd Bomb Group. He had survived 37 missions over Germany.

That punched a hole in all the somber neatness. He drove to find "Sentimental Journey." He said he wanted one last look, one last touch as a final bonus.

Her sentimental travelers went one better. We carried Millhouse into the nose, sat him at the navigator's table, fired up the airplane and took off.

Millhouse said he could see and hear everything again. Big Bill MacKenzie, his old skipper. Quick shadows of German fighters on firing passes. Shrieks on the intercom: "Bandits, 3 o'clock high and engaging...nine minutes to target..."

And when the flight was done, Millhouse said, "I felt an elation I can't quite understand. I guess its reconnecting with youth, Its remembering the real men I knew during the war.

"The flight has rounded it all out. I'll be forever grateful."

His forever lasted only three months.



WARBIRD SCENE

by Col. Tom Leatherwood

Vol. VI

Do you feel it?....
It's coming!.....
You KNOW what I'm
talking about!.....
AIRSHOW SEASON!!!!

It's just around the corner, and personally I'm getting excited. For the first time in 2 years, my airplane is operational at the beginning of the year, and one of the best Warbird shows is only about 6 weeks away. I'm referring to "Shafter" or The "Minter Field fly in. This is becoming one of the best events happening and really merits a good turnout on our part. Particularly if we expect reciprocation. All you folks who can't fly there can drive it easy in an hour and a half.

It's especially meaningful to us as Minter was a training field in WW II, with as many as 400 + BT's based there at one time. So they really appreciate seeing the ol' Vibrator show up.

Call me at 239-4037 for more info. The dates are April 2,3,4.

GONE WEST:

From England this month comes the sad news of the passing of one

of the worlds best known warbird collectors.

Doug Arnold was visiting his new facility at Bournemouth airport and suffered a massive stroke. No other details are available however the rumor mill is on overtime and the scuttlebutt is that most of the collection has been crated for shipment to America or flown to another European country to avoid the harsh British death tax law. Always known as eccentric and secretive he was responsible for saving many vintage aircraft over the years and is an irreplaceable loss to the Warbird community.

WARBIRD WRECKORD:

This is the section of my column that I dread including because it means that at the least another precious airplane has been lost and at the worst, another life has been taken. Saddest of all is that usually, it was preventable.

So I'll keep including it, when it happens, and maybe we'll all think about it when the opportunity arises to "stretch" the margin.

Two tragedies to report this issue. The first occurred on November 21st when Harvey Hunewill was killed in his P-51D while attempting a LOW LEVEL ROLL!. He had been buzzing a cattle drive staged by Sparks Nugget owner John Ascuaga before the accident occurred. The Mustang went down on Sweetwater summit near Bridgeport and wreckage was scattered over a 1000ft area.

The second occurred at the Wings over Houston airshow when a Stinson L-5 and a L-19 collided while landing after a trainer fly-by. The Cessna belonged to the Lone Star flight museum while the Stinson belonged to the Alamo wing of the CAF. The pilot of the L-19, James Hury was critically injured and died several days later. The L-5 driver escaped injury. NTSB is investigating.

It's a fact that most mid-air happen near the airport or in the pattern so extra vigilance is required during the approach. I know a lot of guys, myself included, that think they've got it made at that point and relax. **DUMB MOVE!** Keep that neck swiveling!

Heres a little something I do, particularly if I'm flying a puddle jumper and I'm concerned about being overtaken, and if the sun is cooperating. I'll try to find my

shadow, and if there are 2 shadows, I'm out of there! Food for thought anyway.

A third incident occurred although fortunately with no loss of life. A DC-7 was written off at Dania, Florida when it ditched in the surf just yards off the beach. The pilot reported an engine failure just after takeoff followed moments later by a second engine failure. The pilot wanted to try a landing but was so low he was afraid he'd crash in metropolitan Miami, so he continued east and turned parallel to the shoreline. They were bound for the Dominican republic with 31,000 bolts of textiles and sank in 12 feet of water. During an investigation the FAA discovered that one of the engines (R3350) was sold surplus by the USAF as junk!!!

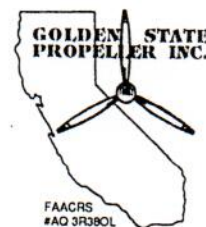
You would be amazed how many of these old Douglas transports are still haulin' "Ass and Trash" into out of the way places on this globe. That's it! ADIOS!

Special Thanks!

We are delighted to be able to single out Mark Dart and Joe Yarborough of Mid-Cal Airmotive for their help in licensing the L-16 which they did entirely on their own at no charge. In addition they helped in innumerable other ways to get the bird ready for flight and they deserve our sincere thanks for their efforts.



See you at the meeting...



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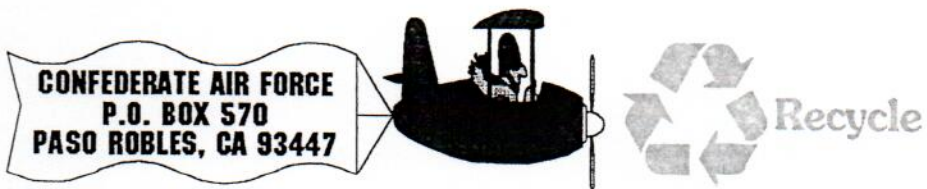
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Mon.- Fri. 9:15a - 4:00p
 Saturday 9:30a - 3:00p or so
 Sunday 9:30a - 3:00p or so

8



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