

CONFEDERATE AIR FORCE NEWS

Estrella Squadron



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

Volume IV Number 9

Paso Robles, California

September 1993

September Meeting

Our next meeting will be held on Tuesday, September 7, 1993 at the Hangar. Social Hour commencing at 6:00pm and Dinner at 7:00pm. Our program will be one of considerable interest. Jimmy and Jean Ray of Santa Maria, whose son was captured in Vietnam in 1968 and not heard from since, will bring us up to date on the POW/MIA controversy. Specifically, they will discuss what is continuing or not continuing to be done with regard to the 2000 plus so-called "discrepancy" or unresolved cases of those captured and reported seen, on occasion, but who have not been accounted for. In view of the misleading statements that appear in the press this should be a very poignant and timely discussion.

Madera-Gathering of Warbirds

The Madera Show on the 21st & 22nd was well attended by Colonels Thomson and Killion and wives as well as Colonels Geiger & Toomey, all of whom trekked over in the Tracker! The facilities for the pilots and crews were very well planned with a private area set aside with access by wrist band only which kept out the freeloaders and gawkers.

Excellent food was available more or less all day long on both days, starting at noon, which included barbecued chicken, sausage, and salads. Saturday night there was a tri-tip barbecue which was again free for crews. This plus gas plus very nice accommodations made for a very pleasant stay.

Our CO, Colonel Corippo, appeared with his wife on

Saturday, albeit in the Bonanza, but returned on Sunday in the L-5 with member George Marrett and a whole pile of supplies for the PX which had sold out of a number of items by Saturday night.

The air was filled with noise, smoke and all kinds of great airplanes, P-51s, B-25s, an A-26, the Sea Fury and many, many others. One of the highlights was the P-47 piloted by our own Sherm Smoot who did a superb job of flying the big bird much to everyone's delight. A worth while weekend!!

Hawthorne Air Fair

The Hawthorne Show on the 28th & 29th was also attended by Colonels Thomson and Geiger. According to reports it was a pretty fair show but because of its proximity to LAX the flybys are pretty well restricted to

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relatively high passes compared to Madera and others. In any event, the S-2 flew with the bombers like the A-26 and the B-25s so the Squadron was well represented and showed its colors!

Operating Task Teams

Task Team Leader assignments were completed as of the last Staff meeting with the appointment of Emil Mesko as PX leader and Bruce Toomey as Grounds Leader. (The latter assignment was only because your editor bought a new lawn tractor/mower, which he tried to hide, but Don Leedom saw it and squealed so you-know-who got stuck!

Unfortunately, we have been informed that we have lost Ken Catello as a member and as a resident of the area because he is moving to Florida (Florida??) to accept a position there. He was to head our Hangar team so that job is now unfilled. We are most sorry to lose Ken for whatever reason because he was definitely a fine addition to our group and will be very much missed to say the least. We wish him well in his new endeavor.

In any event, the Team approach seems to be working out quite well. It will give members a chance to do something for the Squadron without the fear that they will be stuck forever in some thankless job. Therefore, if one of the leaders asks you to help, please give it some real consideration. It won't be forever and with over 125 members on our roster there are plenty of members who can devote a few hours once in a while to participate in something for the benefit of all.

WARBIRD SCENE

By: Colonel Tom Leatherwood

Hello again! Although I haven't really been gone. At least not more than 60% of the time, physically. Maybe more mentally. It seems like circumstances have conspired to keep me from my journalistic

endeavors. Although I'm constantly thinking of things or hearing about issues I want to relate to you, It's just been impossible to find the time to put them down. PLUS!!! and this is a big PLUS!! I haven't had my COMPUTER at home to do it with. I admit it! I'm stuck without it. I've forgotten how to hand write anything. Six months ago I could barely turn one on and now they rule my business and personal life. Plus I have to speak a new language. "Ram, DOS, ROM, 6.0, 5.1, windows, lotus, mouse, etc. etc." And I'm just starting. I'm still in Kindergarten essentially. Not to mention having to learn to "type".

Anyway, what does all this have to do with Warbirds? Not that much really except that because of computers there is now a computerized parts hot-line called ILS, Inventory Locating System, through which you can find virtually any part for any airplane ever built, assuming the owner of said part subscribes to the system and has listed his inventory. Over 2000 companies do subscribe to this now and what this means to the aircraft parts business is that eventually if you don't use this service you may be out of business.

We have been on it since November and my business is like a runaway train. THIS IS NOT A COMPLAINT! Lets make that clear.

Although it has taken away a lot of the personal aspects of the business, which I miss. I guess that's just progress for you.....

We just got back from Santa Ynez. The "Wings and Wheels" fly-in where we got to check out Elmer Wards newest project, his F8F Grumman Bearcat, which is magnificent. It's finished in the Gulfhawk paint scheme. Orange with white sunbursts on the wings and even has Al Williams name under the cockpit. Al flew the "Gulfhawks" for Gulf oil company for years, but that's a whole story by itself. The "Cat" flew both days and was a "religious" experience for me. Elmer would have had it up to our fly-in but propeller problems prevented it. He says next year for sure. (That won't happen now, read on)

I know we were all impressed with the Grumman Wildcat that Air Group One brought up to our show. They are extremely rare and a joy to see and hear in the air. Unfortunately they had some bad luck as they were coming back from Watsonville and suffered a gear collapse on landing. The airplane will probably be off the circuit until next year. The landing gear on a Wildcat is not one of its strongest features and this was a fairly common occurrence in its operational days.

The Wildcats landing gear is operated through a system of chains and sprockets and was a

real headache for the pilot as it took something like 68 turns of the crank to retract it. Plus the handle was on the right side of the cockpit so the pilot had to switch hands on the stick after liftoff and crank the gear up before the drag made it nearly impossible to achieve. If his hand were to slip off the crank during this process the gear would drop back down, causing the handle to spin so hard you could break a finger or two if you tried to stop it. So here he is trying to crank the gear up, keep the nose up high enough to keep the speed down, trim as necessary, all this with no hands on the throttle so power adjustments were real tricky. Now the Wildcat would climb like a bat out of Hell so here he was probably passing through 5000 feet before he could organize his cockpit, try to form up with his buddies, watch for enemy fighters, check instruments etc.

Any pilot who could master the technique had to consider himself pretty talented. But who wouldn't give his left kumquat for the chance to try it! Fortunately Grumman did away with this system with the introduction of the F6F Hellcat which used a more conventional hydraulic system.

The Wildcat, besides being pretty much our state of the art fighter as we went into WW2 was also used by the British.

They called it the "Martlet". (a small furry animal).

The little "Cat" was also put on floats but with limited success.

Wildcats have become one of the rarest of the fighters and most sought after. Kermit Weeks has one that amazingly suffered only superficial damage during Hurricane Andrew after the hanger roof collapsed on it.

Speaking of Grumman "Cats", one of the rarest of all the "Cat" series is (was) the F3F. Picture a Wildcat as a Biplane..??

Basically the same structure, landing gear and firewall forward. It was always one of my favorites and was featured in the pre- WW2 film, "Hellcats of the Navy", starring a very young and dapper Robert Taylor. This film had some of the best aerial photography ever seen, although the piped in sound sounded more like Merlin engines running at about 90 inches of MP instead of the laid back rumble of the radial engine they really had. I guess the director felt that the radial wasn't as sexy sounding as an inline. Anyway, the F3F was also used by Al Williams as one of the "Gulfhawk" airplanes and in fact survived and now hangs in (I believe) the Smithsonian Museum.

What brought this airplane to mind is that in nearly one fell swoop, what was the rarest has become less rare. An organization in Texas is building 5 (read FIVE) of these incredible

little airplanes from scratch. 3 have been completed and have probably flown by now..... Incredible! I'll keep you posted as I get more information.

Locally there has been a new addition to our "Fleet". I'm sure most of you remember my friend Morgan Woodward, the actor who among some 250 motion pictures portrayed "The walk-in Boss" or "The Man With No Eyes" (because of the mirrored sunglasses he wore) in "Cool Hand Luke". He has finally brought his Waco UPF-7 up from Whiteman and it will be based here permanently. It's completely restored. Powered by a Continental 220 the airplane and its owner are a great asset to our local group as Morgan is a staunch supporter of aviation in all forms and participates quite often as a spokesman for various Museums and aviation groups, as well as hosting Airshows when called upon.

Now some of you are probably saying "Hey, that's not a Warbird!". But most of you remember that the UPF-7 was used by the CPT (Civilian Pilot Training) program and was praised by competent pilots and cursed by incompetents. Used sparingly by the military it was known as the PT-14.(?). Lack of a steerable tailwheel gave the recruits fits, although Compared to a Stearman its a Ferrari in the handling department. Four

ailerons giving it a much better roll rate. Bigger cockpit, better visibility, wider spaced landing gear. Aesthetically it's a prettier airplane as well. Morgan is very excited to finally have the airplane here as flying out of Whiteman airport with its traffic and constant haze kept him from fully enjoying his flying. I'm sure that his white Waco will become a familiar sight at PRB. We're sharing Tracy Saylor's old hanger with him so if you see the door open stop in and say Hi and make him feel welcome.

Well, it's finally happened! Jerry Smith has been telling us about this F-86 he's putting together at Mojave for awhile now and guess what? He wasn't kidding. It's now here in PRB and it is incredible. Painted in Air Force colors and markings it's the prettiest one I have ever seen. Be sure to be at the next meeting because if Jerrys not out of town on business he's going to have it on display for us and tell us what the airplane is all about. This is by far the most major addition to our Warbird population ever so don't miss it.

Well, good or bad, news is news, so here's the bad. Some of you already know about the crash of Elmer Wards incredible Bearcat that I spoke about earlier in this column. For those that don't it appears that Elmer had an engine failure during a takeoff at Oshkosh. Details are still sketchy and incredible as it seems, only

one or two people actually saw him go in!?? The consensus is that in the process of leaning forward to put the gear back down he allowed the airplane to slow enough to stall out, at about 100 feet. One wing tip caught and the airplane cartwheeled, tearing off the outer wing panels and breaking the fuselage in two behind the cockpit. Miraculously Elmer escaped serious injury. A mild concussion, some fractured ribs, and bruises from head to toe. But he was out of the hospital and home within 3 or 4 days. He WAS wearing a hard hat which saved his life, as there were two bad gashes in it that no skull could have survived (I'm getting one).

He wasn't carrying a passenger or it would have been worse.

As bad a shape as the airplane is in, I'm sure they will rebuild it as they originally built a lot of it from scratch and they have all the tooling. Someone told me recently that every airplane that was ever painted in those Gulf oil colors went down..... Jinx?

.....ADIOS!

PS: If Any member who in his or her travels should happen to see or hear an interesting tidbit of Warbird trivia or any airplane scuttlebutt, rebuttal or correction, please forward it to me for inclusion in this rambling babble I call a column, I would be most appreciative.



Flight Safety Information

by Bob Singleton

(From letters to the editors
column, Aviation Safety,
Aug. 15th 1993)

Engine Failure on Takeoff

"No statistics support the conclusion that an engine failure is more likely to occur during or immediately after a power reduction."

The recent article by Clint Lowe ("Understanding Your Engine," Feb. 1) and the responses in subsequent Unicom sections (April 1, June 15) raise an argument that has been heard in hangars worldwide for years.

Every pilot, on every takeoff, must weigh several important tradeoffs relating to safety, economics and community in deciding exactly how that takeoff should be conducted.

Delaying power reduction reduces the immediate post-takeoff workload.

This is the main reason the FAA suggests such a delay. It permits more rapid altitude gain, which contributes to safety.

But, maximum or takeoff power creates higher mechanical and thermal stresses on the engine, which contributes to the possibility of an engine failure and certainly increases wear. And, it does make more noise. Therefore, there is no one answer.

However, no statistics available to the FAA or to the NTSB support the conclusion that an engine failure is more likely to occur during or immediately after a power reduction. Many people acknowledge and even are taught, this pervasive myth: but, there is no basis for it.

In the early 1980s, an FAA study was done to develop a standard noise abatement departure procedure for singles and light twins. When a community exists off the end of the runway, a power reduction soon after takeoff is important. Of course, the engine failure safety concern was immediately raised. FAA, NTSB and engine manufacturers' files were scrutinized very carefully during the study in search of support for this contention, but none could be found.

From their study results, FAA/industry decided on a "standard noise abatement power reduction at 500 feet as typical of the altitude approaching a community off the end of the runway.

However, one of the manufacturer's chief engineers

believed he knew where the myth arose. Many of the C-47 / DC-3 engines flown during World War One were equipped with vibration dampers to reduce stresses at their resonant frequency of 2,000 prop rpm. The dampers were prone to break. Once they failed, any power reduction down through 2,000 rpm would very likely result in an engine failure.

Of course, what's good for a Gooney Bird is good for the nation, and the practice of avoiding 2,000 rpm and immediate takeoff power reductions became lore.

I have some direct experience with the issue stemming from my father's Cessna 180. An old-timer from Continental once told him to use takeoff power for at least a minute after takeoff so that thermal shock would reduce carbon buildup in the cylinders. Otherwise, carbon builds up to a larger size and, when it does break loose, a valve might close on it and be held open.

We had been burning an exhaust valve every few months prior to getting that advice. We haven't burned one since (25 years). Of course, his advice pertains only to the O-470; mileage on your valves may vary.

Jim Densmore
Thousand Oaks, Calif.

Overwhelming Odds

I might as well jump into the controversy regarding the most likely time for an engine failure. I am a firm believer in the theory that if an engine is going to quit, the odds are overwhelming that it will happen at the time that a power adjustment is made.

As long as the engine is purring along in a steady state and is getting fuel, air and spark, it is likely to just keep going. But, if a change is made by the pilot, he is inviting it to quit.

My experience has borne this out. Several years ago on an IFR approach, as I went by the final fix, I pulled the plug and started down to the MDA (minimum descent altitude). Upon reaching the MDA, some three miles from the runway, I applied throttle to drive on in.

At this time, the engine went to idle, and I continued to sink. What happened was that, when I advanced the throttle lever, the linkage at the fuel injector came loose, and the engine automatically went to idle. Believe me, it was a helpless feeling for a moment. I retracted the gear and prepared for a landing straight ahead in the lake between me and the airport.

But, on glancing out the side window, I spotted a suitable field with a motorcycle track running diagonally through it. So, I

reextended the gear and made a normal landing on the motorcycle track.

I turned in an SDR service difficulty reports, but no action was taken to correct the underlying problem. Five years later, in the same make and model (a Piper Arrow), the same thing happened to one of our instructors. He was lucky enough to make the runway. In both of these events the throttle linkage had worn to the point that the linkage separated.

So, you see, I have a valid reason for holding to the theory that when a change is made, you're inviting the engine to quit. I often fly across Lake Erie in a single-engine airplane, and I insist on having 9,000 feet and everything stabilized prior to starting across the water.

Howard J. Fried
Holly, Mich.

Substance vs. Myth

Of the seven in-flight shutdowns I have had, two were related to loss of oil pressure when oil line fittings failed and one occurred at the initial power reduction after takeoff.

At one time, in the 1960s and 1970s, some repair facilities apparently had authorization to grind crankshafts undersize and then build up the journals with chrome plating.

The company for which I flew at that time had a fleet of Aero Commander 500B's. We had two

crankshaft failures that I recall and, possibly, a third. The first occurred to a close friend when he brought the props back to make a power reduction from climb power to cruise power.

In my case, I had about two weeks with the company, little more than 200 hours multiengine time and was making a night takeoff from Helena, Montana.

We had a rule of thumb that we wouldn't make a power change below 1,000 feet AGL. As I pulled the props back to climb rpm, the right engine started rattling. The tachometer showed the rpm go from 2,700 to 4,300 before I got it feathered.

I got the airplane around the field, landed and taxied in as far as I could on one engine. At that point, I wondered if I had had an overly active imagination and had shut down the engine unnecessarily. I wondered, that is, until I crawled out and tried pulling the prop through. The prop spun as easily as if it had been hung on a free turbine. Chrome-plated crankshafts disappeared soon thereafter.

Do engines fail after a power reduction? I'm not certain, but I do know that they occasionally fail during a power (rpm) change.

Folklore or otherwise, I continue to make my first power reduction at 1,000 feet AGL, rather than the commonly recommended 500 feet, on the off

chance that there is more substance than myth to the phenomenon.

Michael L. Stockhill
Federal Way, Wash.

White Knuckle Recap

In 1956, we took off in a B-25 en route to Lubbock, Texas and blew a cylinder off after reducing from climb to cruise power (No, the student didn't reduce rpm before manifold pressure.)

In 1957, I cut the left mixture on my student in another B-25. He feathered it correctly. About 10 to 15 seconds later, the right one massively self-destructed (reduction gear) when reducing from METO (maximum except takeoff) to climb power. Successfully got it back on the runway.

In 1964, while training Bolivian students in a DC-3 I had master rod failure right after reducing power to perform slow flight.

In 1967, just past equal time point between Honolulu and San Francisco, I climbed a C-97 from 9,000 to 17,000 feet. Oil rotor pump failed in the No.3 engine just as the flight engineer reduced power from climb to cruise and was setting spark advance. All oil was lost. Feathered. Landed at Travis Air Force Base six hours later.

In 1989, left Chicago in a DC-3, I had master rod failure about 10

minutes after reducing from climb to cruise power. These incidents are the ones just off the top of my head and I could probably think of many others. Not to say that engine failures can't happen anytime, but I know I really watch for those things after changing power.

Randy Sohn
Edina, Minn.



Talents, Abilities and Utilization

During the Madera Airshow, Colonel Dave Geiger and your editor were batting around some ideas and Dave came up with a suggestion that made a lot of good sense. With all the members we have there just has to be a huge pool of various abilities available which could be used to excellent advantage on behalf of the Squadron. A problem arises because no one knows who has what talents and people are often asked to volunteer for something that holds absolutely no interest for them when they could be doing a job that they really like and/or with which they are thoroughly familiar.

Therefore, acting upon Dave's suggestion, we are enclosing a brief questionnaire which is intended to ferret out the interests, talents and abilities that each member has and would be

willing to share or utilize for the benefit of the Squadron. This doesn't mean just whacking nails with a hammer either. If some of you have supervisory or executive talents these can most definitely be utilized too; as a for-instance, supervising the dismantling of the Castle and Cook buildings, if we get them, or writing for the newsletter (or writing the whole newsletter for that matter, please!!). Please give this some real consideration. You can help the Squadron and perhaps have a lot more fun yourself doing something you like at the same time.

Please note that the enclosed card is to serve as the above mentioned questionnaire as well as for Roster corrections (see below under Membership Roster)

Membership Roster

With this newsletter we are enclosing a complete membership list including names, wives or lady friend's names, addresses and phone numbers, both residential and business. We have noticed that there are a number of errors creeping into the list and ask that you check your name and information and if corrections are necessary, PLEASE SO NOTE ON THE ENCLOSED POST CARD AND RETURN!!! If you lose the card, please call Rosemary Netto at 467-3521 or Bruce Toomey at 238-9266 or 9516. Leave a

message on the answering machines if no one answers.

Past Due Dues

As of August 6 there were 27 names on the Past Due list **INCLUDING 5 COLONELS!** C'mon guys, 35 bucks isn't all that much considering what a fantastic time we have as Squadron members. Where else can you pay to sweep hangars or cut grass or paint stanchions and all that other good stuff. Seriously, if we're going to belong let's show a little backing.

L-Bird Shares For Sale

There are several shareholders in both the L-16 and L-5 who would like to sell their ownership position for one reason or another. Some simply feel they are not doing enough flying to warrant the cost but some members would like to sell their shares to reinvest the money in the pending C-45 project.

There is another group who would like to buy out the owners of the L-5 so there is much going on in the L-Bird ownership business!

As of the moment:
L-16 share for sale...Call Harry Hines 927-4944
L-5 share for sale....Call Dick Griffith 434-2124

Also: George Marrett has expressed an interest in getting ten members together to purchase the L-5 from the present owners. Those interested call George at 466-7640.

Project News

As of this writing there is nothing much new to report as to negotiations for the property to the east of our present facility. Gary Corippo, Glen Thomson and others are continuing to talk with the City Manager and Council members but the wheels of municipal government grind more slowly than we would like. It should be noted, however, that both the City Manager and a number of Council members have been more than cooperative and interested in what we would like to do and we feel that it is only a matter of time before we get a lease signed. There are marvelous plans in the making if all goes as planned but we will just have to wait until our negotiators get everything finalized.

Building Possibilities

Ever since Gary Corippo informed us of the possible availability of the old almond plant buildings we have been waiting with baited breath for a final commitment on the part of Castle & Cook. Everything continues to look favorably but

here again we must wait for final decisions.

With the city property and the buildings we could be in a position to have something wonderful in place in a very short time that could be a tremendous asset to our group and also for the City.

There is so much excitement about our future plans that it is almost impossible to keep from being overly optimistic but we will simply have to wait until everything falls into place before we say too much.



CLASSIFIEDS

Warbird Lighting Fixtures:

In stock virtually any lighting fixture found on all WW II aircraft. Interior, exterior. Also parts for same as well as any lamp used. All material is new / unused and prices are low. Call Tom at Avlite Aviation Prod.

☎239-4037



Aircraft for Sale:

For Sale: Baby Ace, single place open cockpit airplane. 65 HP Continental, metal prop, looks and runs great. \$7,500. Call Tom O'Hara 237-0219

Last	First	Title	Company	Address	City	ST	Zip	Phone	Notes2
Arango	Javier			2175 Century Hill	Los Angeles	CA	90067		
ATKINSON	COL. OBBIE	Board/Photo	Doris	844 Cherry St.	Paso Robles,	CA	93446	238-9212	
Barber	Jay			1947 Spring St.	Paso Robles	CA	93446	238-3200	
Barclay	Chuck		Chris	1220 Bennett Way #61	Templeton	CA	93465	434-0738	
Bond	Jerry		Pat	4840 El Verano	Atascadero	CA	93422	461-3322	
BOWERS	COL. KEITH	Board	Elaine	5420 Deer Creek Way	Paso Robles	CA	93446	239-3358	W-238-0888
Bragg	Paul		Pat	845 Fiero Lane	San Luis Obis.	CA	93401	549-0867	
Butler	Merlyn		Michelle	9323 N. Santa Margarita	Atascadero	CA	93422	466-7120	W-466-0972
Byford	Ronald			PO Box 244	Paso Robles	CA	93447	239-1405	
Cameron	Tom			714 Creston Rd.	Paso Robles	CA	93446	238-1680	
CARLOMAGNO	COL. KENT			67 Wharf Circle	San Rafael	CA	94903	492-1080	(415)
Carter	Bob			PO Box 890	San Miguel	CA	93451	467-2331	W-238-8183
CASTIGLIA	COL. ANTHONY		Billie	1050 Las Tablas #4	Templeton	CA	93465	434-1529	W-434-1864
CATELLO	COL. KENNETH	Hangars	Paula	4540 Mananita Ave.	Atascadero	CA	93422	466-7968	756-7690
Chamber of C.				1225 Park St.	Paso Robles	CA	93446		
CHILTON	COL. HAL		Candy	1032 Vista Grande	Paso Robles	CA	93446	239-3679	W-434-4543
Clark	Bill			1031 Pine St.	Paso Robles	CA	93446		W-238-7110
Clark	Paul			1031 Pine St.	Paso Robles	CA	93446		W-238-7110
Cole	Jim		Louann	7305 Llano Road	Atascadero	CA	93422	461-5522	F-461-5523
COMPERE	COL. JACK		Marie	336 Quail Summit	Paso Robles	CA	93446	238-9609	
Conte	Chris			10400 Atascadero Ave.	Atascadero	CA	93422	466-6626	W-466-6266
Cordova	Mel			475 Juana Ave.	San Leandro	CA	94577	351-4572	W-483-1430
CORIPPO	COL. GARY	Squadron Leader	Judy	136 Fairview Lane	Paso Robles	CA	93446	238-2090	W-238-0888
Crain	Warren		Ann	7685 Constanca	Atascadero	CA	93422	466-5537	W-543-7732
Dalton	Sandy			7955 Valle Ave.	Atascadero	CA	93422	466-3651	
Dart	Marc			1754 Rambouillet	Paso Robles	CA	93446	239-1372	W-238-7136
DAVIS	COL. JOHN			3057 S.Higuera St. #11	San Luis Obis.	CA	93401	544-6582	W-781-5157
Earley	Hugh		Dolores	3680 Stage Spring Rd	Creston	CA	93432	239-2353	
Eckert	Dieter		Gayle	3680 Oakdale Rd.	Paso Robles	CA	93446	239-0459	W-434-1491
Edwards	Jim			2800 El Camino	Atascadero	CA	93422	466-2070	W-461-1750
EXLINE	COL. WILLIAM		Angie	253 Warren Way	San Luis Ob	CA	93405	543-2067	
Foote	Bob			4655 Viscano Ave.	Atascadero	CA	93422	466-9228	
Fredrick	Michael			PO Box 573	Atascadero	CA	93423	466-4478	W-466-5060
Gay	Bob			8800 Vineyard Dr.	Paso Robles	CA	93446	239-8800	
GEIGER	COL. DAVID	Board/Equipment	Gayle	5690 El Pharo Rd.	Paso Robles	CA	93446	239-1598	
Graves	John			5825 Creston Rd.	Paso Robles	CA	93446		
Green	Arlie		Nancy	5051 Oakhurst Dr.	Cambria	CA	93428	927-5951	
Griffith	Dick		Susan	108 Julie Ln	Templeton	CA	93465	434-2124	
HALE	COL. DIRK	Board/Tours.	Dorothy	2430 Barn Road	Paso Robles	CA	93446	237-0819	W-238-8447
Handley	Wayne			PO Box 445	Greenfield	CA	93927	674-2159	385-5083
HANSON	COL. ARCHIE			PO Box 840	Templeton	CA	93465	434-1432	W-434-2100
Harrington	Jack			1285 Beaver Creek Ln	Paso Robles	CA	93446	238-7820	
Hayton	Richard			10025 El Camino Rl #76	Atascadero	CA	93422	466-2860	
Heaston	Jim			5334 Barranda	Atascadero	CA	93422		
Hewson	Larry			675 Nacimiento Lk Dr	Paso Robles	CA	93446	238-7557	
Himes	John		Louise	8210 Carmelita	Atascadero	CA	93422	466-6102	W-466-6680
HINES	COL. HARRY		Nel	PO Box 991	Cambria	CA	93428	927-4944	
Howe	Greg			7555 Balboa Rd.	Atascadero	CA	93422	466-4693	619545-6414
Huntman	Robert			5995 N. River Rd.	Paso Robles	CA	93446	238-1473	
Johnston	Pete		Jolly	Po Box 607	Paso Robles	CA	93447		W-238-7820
KILLION	COL. DEWEY		Willa	12750 Santa Lucia Rd.	Atascadero	CA	93422	461-5405	
Killion	Willia	Adjutant	Dewey	12750 Santa Lucia Rd.	Atascadero	CA	93422	461-5405	

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Last	First	Title	Company	Address	City	ST	Zip	Phone	Notes2
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KING	COL. WAYNE			965 Airport Dr.	SLO	CA	93401	773-5775	W-544-6774
Kitchen	Bill & Pat			1675 Adobe Rd.	Paso Robles	CA	93446	238-5131	
LANE	COL. FRANK		Dianne	1108 Madonna Rd.	San Luis Obs.	CA	93405	544-1596	
LEATHERWOOD	COL. TOM		Tina	3015C Propeller Dr.	Paso Robles	CA	93446	239-7450	W-239-4037
Leatherwood	Tina		Tom	PO Box 1886	Paso Robles	CA	93447	237-1460	W-238-0636
LEEDOM	COL. DON			6060 Linne Rd.	Paso Robles	CA	93446	238-4313	
Lokke	Bruce		Esther	4920 Mustard Creek	Paso Robles	CA	93446	239-8702	
Maricle	Bob			2149 Buckskin Dr.	Los Osos	CA	93402	528-5756	W-546-9611
Markwith	Robert	Board		PO Box 3425	Paso Robles	CA	93447	466-3013	W-461-7880
Marlett	Ryan			420 Eric Lane	Templeton,	CA	93465	434-2250	
Marrett	George	Programs	Jan	8225 San Diego Rd.	Atascadero	CA	93422	466-7640	
MASTANTUONO	COL. PASQUALE		Karen	1565 Kyler Canyon	Paso Robles	CA	93446	238-2203	W-238-0676
McWilliams	Peter		Marianne	1250 Grand Ave.	Arroyo Grande	CA	93420	473-3336	W-473-3336
MESKO	COL. EMIL	PX Officer	Andrea	PO 1907	San Luis Ob.	CA	93406	238-6629	
MILLER	COL. BOB	Dinners	Marie	301 N. Main	Templeton	CA	93465	434-1594	W-434-1888
Miller	Paul		Shirley	23535 HiWay 41 East	Templeton	CA	93465	466-3408	
Miner	Doug			922 Torrey Pines Dr.	Paso Robles	CA	93446	239-1054	
Morrison	Gary			Rt 1 Box 89A	Templeton	CA	93465	434-1673	
Nash	Jason			485 Ambush Trail	Paso Robles	CA	93446	238-3399	
Naumann	Scott		Sandy	2074 Laguna Negra Ln	Arroyo Grande	CA	93420	481-2675	
Needham	Lloyd		Jeanne	236 Cheyenne Dr.	Paso Robles	CA	93446	239-3085	W-239-3553
NETTO	COL. GEORGE		Rosemary	Po Box 88	San Miguel	CA	93451	467-3521	
Netto	Rosemary	Finance	George	Po Box 88	San Miguel	CA	93451	467-3521	
Nissen	Wally		Jackie	2155 Geneseo Rd.	Paso Robles	CA	93446	238-1548	W-239-3883
Nunn	Margarite		Tom	4900 Wing Way	Paso Robles	CA	93446	239-3902	
Nunno	Lou			PO 368	Paso Robles	CA	93447	238-7214	W-238-6801
O'Donnell	Charles			301 Highland Dr.	Los Osos	CA	93402	528-7130	
O'HARA	COL. TOM		Lillian	PO Box 319	Creston	CA	93432	237-0219	
Oxborrow	Roger			6240 Buena Vista Dr.	Paso Robles	CA	93447	238-5484	W-237-3877
PARKENING	COL. PARK		Jo	3960 S. Higuera St. #73	San Luis Obs.	CA	93401	546-9054	
PERRY	COL. LOUIS			PO Box 97	Atascadero	CA	93423	461-4170	
Pettit	Robert		Nancy	119 Flag Way	Paso Robles	CA	93446	239-9039	W-385-4090
Pizzi	James		Virginia	814 Brookhill Drive	Paso Robles	CA	93446	238-5271	
Radford	Darrell		Milene	5151 Jack Creek Rd.	Templeton	CA	93465	238-2858	H-238-2878
Rezich	Frank		Ruth	PO Box 120	San Miguel	CA	93451	467-3669	
Robb	Gordon			340 Orcas St.	Morro Bay	CA	93442	772-1137	W-595-5060
Robinson	Bill		Martha	1595 Los Osos Vly Rd.	Los Osos	CA	93402	534-9408	
Rodda	Jim		Jerry	832 Jackson Dr.	Paso Robles	CA	93446	237-1725	
Rowe	Dave			PO Box 491	Paso Robles	CA	93447	238-0510	
ROY	COL. RUSTY	Insurance	Ann	1200 Vine St.	Paso Robles	CA	93446		W-238-3940
Ryan	Gary		Gwen	PO Box 1331	Morro Bay	CA	93442	772-3361	
Sabo	Joe		Katherine	1895 San Marcos Rd.	Paso Robles	CA	93446	467-3041	W-467-3041
Sanchez	Pete			1260 Niblick Rd	Paso Robles	CA	93446	238-1729	
Sandahl	Eric			R-2 Box 166	Templeton	CA	93465	434-1650	
Saylor	Tracy			3015 Propeller Dr.	Paso Robles	CA	93446	467-3993	
Schweich	Paul		Lydia	7905 San Marcos Ave.	Atascadera	CA	93422	461-3518	
SINGLETON	COL. BOB	Board/Safety	Marge	929 Moody Ct.	Paso Robles	CA	93446	239-2084	
Slasun	Michael		Jocelyn	PO Box 2003	Paso Robles	CA	93447	237-8848	W-238-7800
Smith	Allen			1915 Wood Duck Lane	Paso Robles	CA	93446	239-9433	
SMITH	COL. JERRY		Connie	PO Box 2874	Paso Robles	CA	93447	467-3215	
Smith	Howard		Shirley	6870 Wilderness	Paso Robles	CA	93446	239-0577	W-238-6472
Smith	Steve			9440 Santa Clara Rd.	Atascadero	CA	93422	466-2561	W-466-0570

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Last	First	Title	Company	Address	City	ST	Zip	Phone	Notes2
Smither	Scott			4547 Yerba Ave.	Atascadero	CA	93422	466-2615	
Spaulding	Tom			760 Printz Rd.	Arroyo Grande	CA	93420	489-5946	
Spinelli	John			20 Oconnor Way	San Luis Obis.	CA	93405	543-7129	
Steinberger	Ron		Susan	2215 Pepper Tree Way	Paso Robles	CA	93446	239-2824	W-239-1160
Stock	Tom			PO Box 896	Paso Robles	CA	93447	239-1805	
Swank	CJ (Red)			2150 Sombrero Dr.	Los Osos	CA	93402	528-0316	
TARDIFF	COL. PAUL	History	Eileen	1118 Dorothy St.	Paso Robles	CA	93446	239-2079	W-238-3866
Tashjian	Randy			101 Kittyhawk	NAS Lemoore	CA	93245	998-6733	W-998-1760
THOMSON	COL. GLEN	Board/Museum	Betsy	6875 Union Road	Paso Robles,	CA	93446	238-4858	
Thurber	Carol		Cliff	2718 Bee Rock	Bradley	CA	93426	472-2055	
THURBER	COL. CLIFF		Carol	2718 Bee Rock	Bradley	CA	93426	472-2055	
TOOMEY	COL. BRUCE	Newsletter	Joan	PO Box 3065	Paso Robles	CA	93447	238-9266	W-238-9516
Toomey	Stuart			3061 Buena Vista Dr.	Paso Robles	CA	93446	239-9210	W-239-9210
Tuckey	Ben			2280 Willow Creek Rd.	Paso Robles	CA	93446	238-4017	
Valko	Mike		Bonnie	8130 San Gregorio Rd.	Atascadero	CA	93422	461-1250	
Van Ekeren	Ed			320 Orcas	Moro Bay	CA	93442	772-1137	
WAGNER	COL. RAYMOND		Marsha	Rancho Paso Park #70	Paso Robles	CA	93446	239-1176	W-238-6801
WEISS	COL. BOB		Mellisa	2042 Alturas	Atascadero	CA	93422	461-9010	W-238-3362
Weiss	Tom		Carol	3155 Vine St.	Paso Robles	CA	93446	239-2637	W-238-2665
WELLES	COL. JEFF	Exc. Officer	Mary Ann	5631 Tamarisk Way	San Luis Ob.	CA	93401	541-5765	W-544-7864
Wells	Charles			8069 Pine Branch Rd.	Bradley	CA	93426	472-9007	
Wilks	Mauri		Jen	238 Highland Dr.	San Luis Ob.	CA	93405	544-4006	
WILLIS	COL. CLIFF			4285 Cuamulus Way	Paso Robles	CA	93446	438-5403	W-238-7643
WING	COL. MIKE			Po Box 335	Paso Robles	CA	93447	434-1433	
Young	Chris		Kathleen	1925 Adobe Road	Paso Robles	CA	93446	238-5154	W-238-8618

Total Printed 129

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To:

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Higuera St. #11
San Luis Obispo, CA 93401