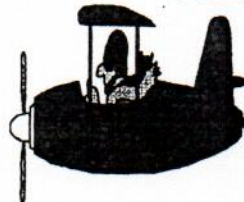


CONFEDERATE AIR FORCE NEWS

Estrella Squadron



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

Volume V Number 2

Paso Robles, California

February 1994

February Meeting

Meeting Coordinator: Doug Miner
239-1054

The next meeting will be held on Tuesday, February 1, 1994 at the Hangar. Social Hour commencing at 6:00 p.m. and Dinner at 7:00 p.m..

Our speaker for the evening will be Col. Eugene P. Deatrick, USAF (Retired), who flew 402 combat missions in Vietnam in the A-1E Skyraider. During this time he was responsible for the rescue of Lt. Dieter Dengler, USN, who had escaped from a prison camp after six months of captivity.

Lt. Dengler was the only pilot to escape from Southeast Asia and subsequently wrote a book entitled, "Escape from Laos". It is possible that Lt. Dengler will be in attendance at the meeting as well!

A brief biography of Col. Deatrick appears on page 2.

This should be an extremely interesting meeting and all are urged to attend.

Building Project

The dismantling of the C&C buildings continues to be nothing short of amazing. Two buildings are totally

down and on the ground at the airport site. Sheet metal is being removed from others for spare parts and the further dismantling of even more buildings is being considered!

Our own dedicated few are being helped tremendously by the young men from the Special Forestry Program at the Boys School who are doing a terrific job wherever required.

Again, we ask all those who can spare some time to just show up at the downtown site any morning or call Dave Geiger (239-1598) and ask what you can do. Some members can work only mornings or afternoons and some can work only certain days but whatever you can do, PLEASE try to put in some time down there.

PX Officer Needed

The Squadron is in dire need of someone who can take over the duties of running the PX. This is not a terribly time-consuming job but it does require a person with some organizational skills who can keep track of inventory, order replacement items and, in general, handle a mini retail operation.

If someone will volunteer there are a number of people available to help him or her get started on the right foot. Several people have been

involved over the years so there is a lot of helpful information available. Whoever volunteers will not simply be thrown to the wolves and expected to survive.

Selling all these little "gifty" items as well as shirts, hats etc. may seem like small potatoes but the income from the PX is amazing and it's really the only income we have during the year other than the dinners.

It would be helpful if the individual would be available to attend several "away" air shows during the season but even this isn't all that vital if he or she would simply keep the inventory and records straight. Most of those who go to the air shows don't mind selling PX items if things are just ORGANIZED! The way things are now it's a last minute thrash just before takeoff to get whatever items can be found packed up and into the airplane.

Once we get our new museum building up and running we can have an area set up like a little mini store with our counters etc. in place and then operate the PX out of there.

There are a lot of talented and well organized wives out there who would be great at this sort of thing. How 'bout it ladies???

(PX Officer cont'd next 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

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(805) 239-9210

**Operating Task
Teams**

Program Team	
George Marrett	466-7640
Dinner Team	
Bob Miller	434-1594
Hangar Team	
Hal Chilton	239-3679
Grounds Team	
Bruce Toomey	238-9266/9516
PX Team	
Emil Mesko	238-6629
Safety Team	
Bob Singleton	239-2084
Ground Equipment Team	
Dave Geiger	239-1598
Insurance Team	
Rusty Roy	237-9684

Meeting Coordinator - Different member appointed for each meeting

Research Pilot School, Edwards AFB, California. In 1968 he was selected to attend the National War College. Following his graduation in 1969 he was assigned to the Joint Staff, Office of the Joint Chiefs of Staff. Subsequently, in 1972 he became the Director of Test, Air Force Systems Command, Andrews AFB, Maryland and retired in 1974.

During his career, Col. Deatrck flew more than 50 different types of aircraft and accumulated more than 12,000 hours of flying. He was awarded the Legion of Merit with one oak leaf cluster, the Distinguished Flying Cross with one oak leaf cluster, the Air Medal with twenty-two oak leaf clusters and the Bronze Star. In 1969 he also earned a Masters Degree from George Washington University

Deatrck currently serves as a representative to several companies and is President of the National Aviation Club. He and Lt. Dengler were made honorary Members of the Fighter Aces Association in 1968.

**Veterans Memorial
And/Or Other Ideas**

During the last Staff meeting there was quite a bit of discussion about the ways and means of bringing about a closer rapport between the CAF/AWBM and the community. Among other suggestions was one regarding the possibility of erecting or providing some sort of memorial wall or photo area or edifice on our site to which members of the community could contribute memorabilia. This would be for veterans of all conflicts from WWI on up and would be primarily for those in this more or less immediate area.

According to what was said at the Staff meeting there either was or is some sort of city memorial that has been abandoned or allowed to decay. It would seem to be a golden opportunity for the CAF/AWBM to

PX Officer cont'd
Remember, this assignment doesn't have to be for ever. If someone would just start the ball rolling and do it for 3 to 6 months it would be a tremendous help and then we can, hopefully, get another volunteer.

It would be great if someone really wanted to do it for a year or so but nobody should be stuck with a chore that eventually becomes onerous to them.

Biography

Col. Eugene P. Deatrck, USAF (Retired)

Col. Deatrck entered the Army Air Corps in 1946 following graduation from the United States Military Academy. He retired from the Air Force in 1974 and has lived in the Washington area since that date.

During his service career he served tours of duty with the Strategic Air Command, Tactical Air Command, Military Airlift Command and Air Force Systems Command.

Additionally, he served tours of duty on the Air Staff, Hq USAF and the Joint Staff, Office of the Joint Chiefs of Staff.

In 1951 he was a member of the first class to attend the newly formed Experimental Test Pilot School at Edwards Air Force Base, California and, subsequently, served five years in the Bomber Flight Test Division at Wright-Patterson AFB, Ohio. During this tour of duty he flew development tests on the B-47 and B-52 aircraft. He also participated in the Eniwetok nuclear weapons effect tests in these aircraft in 1954 and 1956.

In 1966 Col. Deatrck took command of the 1st Air Commando Squadron located at Pleiku, RVN. While in Vietnam he flew 402 combat missions in the A-1E Skyraider. During this period he was responsible for the rescue of Lt. Dieter Dengler, USN, who had escaped from a prison camp after six months of captivity.

Deatrck returned to the United States in 1967 and was assigned as Commandant of the USAF Aerospace

Veterans cont'd
step in and offer to have some sort of commemorative space made available on our new site for people in our own area.

This is a suggestion only and it would be appreciated if the members would come up with additional ideas. Those who belong to the VFW or American Legion should have any number of ideas about something like this.

Any other ideas which would help to get the citizens of the area more involved in or aware of us and our value to the community would be most welcome. We don't want to be known as some strange group of people out at the airport who don't welcome outsiders. We definitely want the community to know that we are here to promote the entire area and that we welcome any kind of involvement that would further our goals and those of the community. This is vital to our

relationship with the City fathers and our entire future.

Introducing New Members & Guests

We have been trying to come up with some mechanism whereby new members and guests can be made known to others at the meeting. In the past we have done this as sort of an afterthought at the tail end of the meeting as everyone is walking away.

Since we certainly want to welcome new members and since we are always ready and willing to recruit new people as members, the following is suggested:

If you bring a guest or know of a new member who is sort of standing around by him or herself, make it your business to tell the Meeting Coordinator before the meeting starts. The name of the Meeting Coordinator will always appear at the

beginning of the meeting notice in the newsletter. (This month, Doug Miner). He or she will then announce the name of the individual at the beginning of the meeting rather than letting it go until almost too late.

It is also suggested that if no one comes forth with new members or guests that the Meeting Coordinator asks if there are any to be announced.

Airport Building Site

The areas which will be occupied by the three main buildings, hangar, restoration and meeting hall, have been staked out at the new site. It was not a formal survey by any means but pretty careful measurements were made to ensure that the stakes were located as accurately as possible. When your are out in the area you might just wander about and get a feel for how it will look when the buildings are up.

Airshow Committees & Chairpersons

The various Airshow committees and chairpersons are shown below:

- General Chair
Pasquale Mastantuono
238-0676W / 238-2203H
- Co-Chair
Gus Gustafson
772-3445
- Flight Operations
Keith Bowers
239-3358
- Traffic Control/Tickets
Gary Corippo
238-0888W / 238-2090H
- Internal Communications
Bob Miller
434-1888W / 434-1594H
- Safety/Crowd Control
Bob Singleton
239-2084
- Concessions
Hal Chilton
434-4543W / 239-3679H

- Show Publicity/PR
Don Leedom
238-4313
- Donation Awards
Bob Miller
434-1888W / 434-1594H
- Medical/Emergency
Tony Castiglia
434-1864W / 434-1529H
- Formula One Races
Jeff Welles
544-7864W / 541-5765H
- Military Aircraft & Performers
Gary Corippo
238-0888W / 238-2090H
- Warbirds
Glen Thomson
238-4858
- Hospitality Tent
Judy Corippo
238-2090
- Pilots Sign-in & Motel
Bill & Pat Kitchen
238-5131
- Audio Systems
Ralph Grasso
237-2813
- Aircraft Fueling
Dave Geiger
239-1598

- Sponsors-Planes
Obbie Atkinson
238-9212
- Setup & Cleanup
Bruce Toomey
238-9266H / 238-9516W
- Insurance
Rusty Roy
238-3940W
- PX Sales
Emil Mesko
238-6629
- Security - Night
George Netto
467-3521

- Beer Booths ?
- Wine Booths?
- Pepsi Booth?
- CAF/Museum Info Booth?
- P-51 Raffle/Rides?
- Programs?
- Friday Park Activities?
- Corporate Sponsor Area/Tents?

Hang onto this list. If you can help in any area call the chairperson. THANK you !!

WARBIRD SCENE

By: Col. Tom Leatherwood

Well I'm sure that everyone who reads the Telegram Tribune is thrilled to death about the groups new aircraft. Although your probably puzzled as to where the money came from. I'm referring of course to the TT's article last week about the arrival of my Twin-Beech from New Mexico which the newspaper, in spite of having the correct information screwed up anyway. Fortunately the Daily Press and the Country News can read their own notes just fine and seem to pay a little more attention to the facts.

I don't know what it is about the media when it comes to aviation but they inevitably foul it up in someway. It's almost laughable because at times they seem to revert to the 30's and use terms like "air-pockets" and "tailspins" to describe aerial events. In truth it's a sad commentary on the media because so many people that read these articles find truth in them and come away with total misconceptions of aviation and aerial travel.

I didn't mean to get on a soap box here and I don't want to turn this into a "look what's happening in my life" column, but as you can imagine I have been "SLIGHTLY PREOCCUPIED" with the recent events and would like to share my excitement with you.

The event, as some of you know, was my purchase of a Twin Beech recently from the former Colonel/Astronaut Frank Borman of Las Cruces, New Mexico.

I won't go into Col. Borman's history here as there isn't space. I hope all of you got a chance to read Fridays Daily Press which ran a beautiful article on Frank and his contributions to the space program and mankind as a whole. To sum up my impressions of the man I'll simply add that he is a consummate gentleman of honor and integrity. One hell of a pilot. And a great judge of women! And it was my

good fortune to spend a (too) little time in his company. Frank is 65 now and still literally attacks life at high speed. We were hard pressed to keep up with him during our time together.

Just one little anecdote before I get on with this.

"There we were at about 2000 feet agl just west of Los Cruces where Frank was demonstrating the airplane to us, and he had the airplane in what seemed like about a 75 degree left banked, 360 degree turn, while he's telling me this story about flying P-80's in the Philippines in the 50's. Well it seems that one of their aircraft was missing and they were out searching for him in a twin-beech, Borman flying. Anyway, their circling over this little auxiliary dirt strip on the Bataan peninsula, which is only about 1500 feet long when they spot some wreckage off the end of the strip. So here he is in this steep, banked turn about 500 feet up, when cough, bang, he runs a tank dry on the inside engine. ATTEENSHUUN!! As he put it, Eyes as big as saucers and hands busier than a set of jumper cables at a Puerto Rican wedding, he got it sorted out. Boy, talk about "Miller Time"

Flying this old airplane around this incredible looking countryside, swapping tales with Frank Borman..! It just doesn't get much better than that! I don't know how many of you have been to southern New Mexico, but it looks as much like the surface of the moon as any place I can think of. Which prompted me to tell Frank that he ought to feel right at home their having spent some time in close proximity to that lunar body. Whose make-up the Gemini mission was able to determine accurately as "American" and not "Green" cheese.

The airplane is a Canadian version of the twin-beech known as a 3 NM. Or 3-AT.

Similar to the AT-7 or C-45. Commonly used as a navigational trainer, this particular airplane served as a military VIP transport until the early 70's when it was turned over to

the CNRC. National Research council where it was used for atmospheric testing and air sampling, via a special dome that was interchanged with the stock astrodome. Incredibly this aircraft served and was maintained to airline standards in this capacity until 1991 when Frank purchased it and brought it to New Mexico where he continued to upgrade the airplane to his high standard. This may be the most original twin-beech in the world. Certainly a unique opportunity that will never come again. Fortunately I had the great ability and foresight to search this great aircraft out by scouring the corners of the earth, knowing that somewhere, someday, I'd find the airplane of my dreams!

O.K. It was just dumb luck. Just a chance phone call on an entirely different matter that led to my discovery. And the foolish ability to hock my soul on such an occasion.

Now if I can just get my insurance agent to answer his phone,(he heard about it in advance) I can start flying it.

WARBIRD REPORT:

Here's an interesting report out of Greenland. It seems that Darryl Greenmyer is attempting the impossible again. With, I'm sure, the same predictable results. We've known for some time of the existence of a B-29 that bellied in way up on the ice cap back in the 40's. Similar to the P-38's and B-17's that were discovered. The difference is that this airplane is, for some reason, not buried in snow and ice. And at this writing is up and standing on it's gear! Some engines have been run and the plan is to fly it out! Minor point here being that I doubt if its coming out any other way. I don't believe even a C-5A would be big enough to transport it even if someone were to loan them one. Although knowing Greenameyer, I wouldn't put it past him.

Apparently the aircraft is in a remarkable state of preservation and would be a great addition to the warbird fleet. Especially as its

completely equipped with its wartime livery.....!

Stopped in at Chino the other day where it's pretty quiet these days. I don't know if its the recession that's got things mired down or if everybody was still just shell shocked from the big earth-shake. Didn't see much going on in any case. Tallichets B-26 Marauder was parked outside, covered with bird whitewash which is a real shame considering there's only 2 flyable in the world and this was a ground up restoration that took my breath away the first time I saw it. They were asking a million dollars for it recently!! It looked derelict..... Boggles the mind.

_That's it for now. If anybody wants me I'll be at my hanger covered in Blue-Magic polish as I have about 3 acres of metal to keep up. Anybody that's got nothing better to do,well.....ADIOS!

Wing Staff Meeting

The annual Wing Staff Meeting of the CAF will be held in Midland from February 2 through 13, 1994. This is a very informative get-together and offers an opportunity to meet with the top brass on a fairly informal level.

Colonel Glen Thomson will be attending the meeting and will fly down in his own Cessna 340. He has six seats available and has reserved three rooms in Midland. Anyone interested in going to this meeting should get in touch with Glen as soon as possible. The price per person is reported to be quite nominal but contact Glen for further information.

Member Pictures

The rather strange looking panels with member's pictures on the east wall of the hangar are the somewhat dubious results of your Editor's early efforts to help members get to know each other . Our super new ID badges

now make the pictures somewhat redundant but for those who would like to tie up a face with a name they still may have some value.

It will be noted that there are some blank name tags under a few of the pictures. Regrettably, not all the names are known to your Editor so it would be appreciated if someone (anyone!) would pencil in the names and new tags will be made immediately.

It is further promised that all name tags will be renewed with a better style of type and glass or Plexiglas will be placed on the frames to flatten out the pictures and keep them in better shape!

Does anyone have access to Plexiglas? We need three sheets, 2' x 3'. Many thanks!

Classified

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.

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Cessna 150 H for Sale!

1968 150 H model aprox 1400 hrs TTE, aprox. 2900 TTAF Loran, Narco Com 11, VOR/Glide Slope, 2 Place Intercom, Fresh ELT Battery, New tires, etc. \$14,000 Call Stu @ 239-9210

Wanted!

Any information regarding the address or telephone number of the national headquarters of the TURTLE CLUB. Call Col. "Park" Parkening at 546-9054.

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WOULD YOU LIKE TO TOUR ENGLAND WITH YOUR CAF FRIENDS,
SEEING WORLD WAR II AIRFIELDS AND MUSEUMS, LONDON AND
MANY FAMOUS BRITISH SIGHTS? JOIN US ON THIS TOUR!

US/UK AIRBASES TOUR JUNE 20-29, 1994

Some of our members have voiced an interest, so Gary and Judy Corippo are planning a group to depart San Francisco June 20 on British Airways. After 2 nights and sight-seeing in London, the group will tour through the English Countryside, seeing:

*Imperial War Museum
Airborne Forces Museum at Aldershot
D-Day Museum and D-Day Operations room at Portsmouth
Stonehenge on the Salisbury Plain
Fleet Air Museum at Yeovilton
City of Bath and tour of the ancient Roman Baths
Cotswold countryside, Stratford-on-Avon and Shakespeare's Birthplace
Coventry with its war-damaged Cathedral alongside the new Cathedral
Harrington Airfield and Grafton Underwood Airfield
Lunch at Woolpack Hotel in Islip, favorite watering hole of wartime airmen
Chelveston Church with tower restored by U.S. Air Force Personnel
American War Cemetery at Maddingly
Alconbury Airbase and Heritage Center
Ancient university town of Cambridge
Control Tower Museum at Bassingbourn
Duxford Air Museum
Memorial Gardens in Saffron Waldon*

DON'T WORRY GALS! YOU DON'T HAVE TO SEE ALL THE MILITARY SIGHTS. WHILE THE GUYS ARE ON SOME OF THEIR MILITARY OUTINGS, YOU CAN CARRY OUT SOME MISSIONS OF YOUR OWN WITH JUDY, SUCH AS SHOPPING, CITY WALKS AND TOURS, HARRODS DEPARTMENT STORE, TOWER OF LONDON, LOCAL MARKETS ETC.

COST \$1600:00 Per person, double occupancy, includes: Roundtrip air on British Airways, First Class hotels with bath, Sightseeing on modern motorcoach with experienced tour director, entrance fees and qualified guides at listed stops, breakfast daily, 1 lunch, 4 dinners, Hotel service charges, tips and taxes, portorage for one suitcase per person except at airport, Welcome Reception, roundtrip transfers - private coach between London airport and hotel, British Airways Flight bag, British Airways Holidays Money-Back Tour Warranty. Single supplement - \$225.00

Terms: \$75.00 nonrefundable deposit due at time of booking, balance due May 1, 1994
Pay by credit card or check. Read "General Terms and Conditions" for full details.
Insurance: Travel cancellation and medical coverage is optional: \$59.00 per person.

If you'd like to extend your stay beyond 10 days, we can arrange for whatever you'd like: add a tour to Europe, Ireland, Scotland, or go on your own before or after our tour. Gary and Judy have traveled this part of the world many times, and would love to share it with you. It's fun to travel with a group of friends, and we invite you to join us. If you're interested or have questions, **CALL JUDY AT 238-2090 OR SEE HER AT THE CAF FEBRUARY MEETING.** NON-CAF FRIENDS ARE WELCOME, TOO.
Space is limited, so reserve yours soon! (In Affiliation with Johansen's Travel)



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 Loaded: 35,000 pounds
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 RANGE: 1,400 miles



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