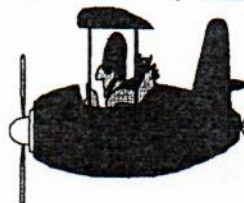


CONFEDERATE AIR FORCE NEWS

Estrella Squadron



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

Volume V Number 3

Paso Robles, California

March 1994

March Meeting

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

Our Program Chairman, George Marrett, has again outdone himself. Our speaker will be Col. C.E. "Bud" Anderson USAF (Ret.) author of the book, "To Fly and Fight, Memoirs of a Triple Ace."

Col. Anderson's exploits are so varied and incredible that it would take a whole newsletter just to list them.

As a brief biography we quote, in part, from the inside flap of his book cover..

Bud Anderson's enduring love of flying began in the 1920s with the planes that flew over his father's orchard. On January 14, 1932, he enlisted in the Army Air Corps and was chosen as one of the flight leaders for a new group of young fighter pilots, the 357th. Equipped with the new and deadly P-51 Mustang the group shot down five airplanes for each one it lost while escorting bombers deep to targets inside Germany. But the price was high. Half of its pilots were killed or imprisoned, including some of Bud's closest friends.

On February 5, 1944, Bud entered the uncertain, exhilarating, and deadly

world of aerial combat. Flying for nearly a year against the Luftwaffe, in battles involving sometimes hundreds of airplanes, he ranked among the groups leading aces with 16 1/4 aerial victories.. He flew 116 mission in his "Old Crow" without ever being hit by enemy fire, despite one life or death confrontation after another.

His friend, Chuck Yeager, who flew with Anderson in the 357th, says, "In an airplane the guy was a mongoose...the best fighter pilot I ever saw.."

Bud's years as a test pilot were at least as risky. In one bizarre experiment, he repeatedly linked up in midair with a B-29 bomber, wingtip to wingtip. In another he flew his fighter up into the belly of a B-36. He saw more friends die flying tests such as these.

He commanded a squadron of F-86 jets in postwar Korea, and a wing of F-105s on Okinawa during the mid-sixties. In 1970-at age 48- he flew 25 combat missions in F-105s as a wing commander in Thailand during the Vietnam War.

We look forward with tremendous interest to hearing from Bud Anderson this coming Tuesday.

Bug Smashers Hold Breakfast Meeting

On Saturday, February 19th the Bug Smashers regular meeting was made something special by the addition of a delicious breakfast at the Hangar. While your Ed. and spouse were there by kind invitation (not being Bug Smashers) there were plenty of other non members also in attendance who had evidently been given the word about what to expect. The breakfast, composed of eggs, pancakes, bacon, ham, sausage and potatoes was excellent, warm and beautifully cooked.. Even the weather cooperated and while it was a mite chilly it was a clear and beautiful morning.

It is to be hoped that the Bug Smashers will consider doing this more often and they can be assured of a full house whenever they do so!

This type of informal get-together is a classic example of just the kind of interaction that membership in our organization should afford.

Similar affairs could be held as "Open House" events and the public could be invited on an "at cost" basis to help the community get an idea as to what we are all about.

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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**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

promoting the two groups would be most welcome. There is a slue of help available as far as information goes so an aviation type could get help with writing or a writer could get help with the aviation aspects. The individual would contact the newspapers, radio and TV stations and the like and for the right person it could be a lot of fun. PLEASE, give it some thought.

WARBIRD SCENE

By: Col. Tom Leatherwood

I'm sitting here listening to the rain, and I mean it's raining out there! I hear an airplane kind of droning around up there, and I'm thinking, Man, you wouldn't catch me up there today. It's blowing about 25 with 35 mph gusts. Heavy rain. And here's some guy up there flying around..... Well then it dawned on me. Its the cloud seeding guy in his sweet potato (Piper Aztec). Up there doin his thing. And it's night time to boot. I think I have to go talk to this guy, cause he must be one hell of a pilot.

Well that's for another time, but it reminded me of one of my favorite movies about WWII, "A Wing and a Prayer". Although I haven't seen it in probably 20 years it still stands out in my mind. It starred, Dana Andrews (young) Don Ameche, probably about 35, and Richard Jaeckel (very young) as the turret gunner.

It was about a carrier based TBM squadron in the South Pacific. Listening to that cloud seeder up in the scud reminded me of one scene from that picture where the whole group was returning from a mission and the ship was socked in under a low overcast. They knew they were close but the ship couldn't break radio silence or send up a plane to guide them down cause that might give away their location, so one by one they ran out of fuel and ditched. It was a pretty emotional scene as the commander fought with his

Building Project

Those few dedicated members who have labored for three and a half months to dismantle the C&C buildings are beginning to see the light at the end of the tunnel.

Anyone driving by the site will be amazed at the open space formerly occupied by three HUGE buildings which have been taken down by our own members with the very significant help of the boys from the CDF section of the Boys School.

The steel siding and the red iron are already at the new site and one additional building is being disassembled for the benefit of San Luis Tank. This is little enough for us to do for SLT, without who's heavy equipment, trucks and trailers and a dozen other miscellaneous items would have made the job impossible.

There is still a lot of work to be done , nothing particularly heavy, but anyone who can spare the time to report to Dave Geiger and take some loads of odd items to the new site or storage area would be most welcome.

Please try to do this, especially if you have trucks that are somewhat larger than pickups. There are lots of pieces of siding and miscellaneous items that need to be moved.

Those of you (us) who have not been able to get to the 4th Street site before now, for one reason or another, could be of considerable help in getting the large amount of small stuff transported. Please show up or give Dave a call at 239-1598.

Don't leave this all up to him as things wind down. There have been days when Dave was out there ALONE either with or without the Boys School group so let's pitch in!!

PIO Officer Needed

The Squadron and the EWM are in desperate need of a Public Information Officer to handle the publicity for the Air Show as well as regular events during the year which should be brought to the attention of the public.

Someone with an aviation background and a flair for words would be ideal but anyone with a real interest in

conscience, knowing he couldn't help his men for the sake of the carrier. I've often wondered whether that was based on an actual occurrence or just movie drama?? Anybody know??

Local Scene:

The other day Obbie Atkinson showed me his LOA (letter of Authority) for the C-45, as I'll probably be flying with him soon in my airplane, well, along with that document was certification in the B-29, B-17 (as instructor!) and he could probably show me a dozen more if I asked. Quiet little Obbie, the guy with the ready smile and camera has flown'em all folks. And he's not the only one. We have quite a few high time and experience veterans in our group and I for one would like to take advantage of that knowledge. How about some symposiums on different aspects of flying these airplanes, put on by you vets..???? I think this would be invaluable for the younger pilots, especially as we move along in our

program to acquire aircraft from this period. And if we do the goal is to Fly them!

EXPERIENCE+ KNOWLEDGE = SAFETY.
Food for Thought.

WARBIRDS:

There isn't a whole lot happening in the Warbird Scene. The season is just starting though so things should start popping soon. Casa Grande is this coming week-end and we're planning to take the Twin-Beech, together with Kent Blankenburg and his Lockheed 12. Well Somebody's got to do it!!!!

The Museum of Flying has their P-39 on static display and it's beautiful. And it will be made flyable someday. It's a New Guinea veteran with many missions to its credit and was salvaged from the jungle some years ago.

Unfortunately the Museum suffered considerable damage from

the earthquake but should be back together within the next few months.

INTERNATIONAL SCENE:
Catalinas are in the news this month. Or Cansos as the Canadians called them. They first item is (or was) the proposed flight of a Catalina from LAX to New Zealand. Everything went well until the Hawaii to Tahiti leg when an engine packed up. They were able to set it down safely in open seas about 150 miles from Christmas Island, however rough seas soon swamped the aircraft and it sank. Fortunately all aboard were rescued by the Coast Guard shortly thereafter. But another rare example lost forever.

The other story is out of Canada and is basically the old "airplane in a barn Story" although this one is true. It seems there is an individual in a who purchased a Catalina in 1962 and flew it to a remote airstrip where he put it in a

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**
Bruce Toomey (Temp)
238-9266H/9516W
- 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
 - Financial**
Rosemary Netto
467-3521
 - 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
 - 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!!

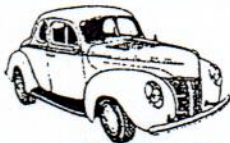
hanger and it's been there ever since! Apparently he comes back every year and pulls it out, cleans it up and runs the engines. Then re-pickles them and puts it away in its hanger. The airplane is not for sale. Genuine true story. (see Air Progress "Warbirds" march 94").

As usual I'm up against a deadline here. Why didn't somebody tell me there's only 28 days in February. Never mind. I'll figure it out eventually.....ADIOS!



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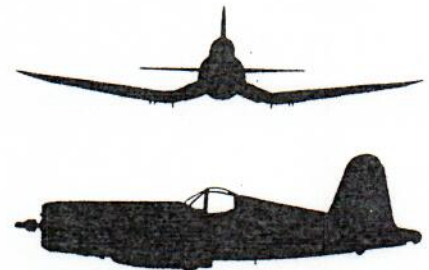


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