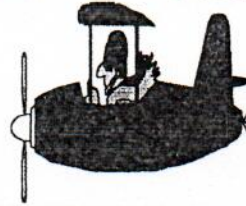


CONFEDERATE AIR FORCE NEWS

Estrella Squadron



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

Volume V Number 9

Paso Robles, California

September 1994

September Meeting

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

In view of the fact that elections for new Staff Officers will be held that evening we have been promised a dinner befitting the occasion. Rumor has it that it will be a barbecue which is always received with open arms by all!

As usual, our Program Chairman, George Marrett, has come up with another "knock your socks off" speaker. He will be Mr. Bud Layman, a CIA pilot during the '50s who made 27 flights over Russia in U-2's!!!

This should be a truly special evening so it is hoped that everyone will show up.

Just to give you a taste of coming events, at the October meeting we will hear from George Kastner who will discuss the latest information regarding the search for what happened to Amelia Earhart. At the November meeting we will hear from Bob Gilliland, a retired Lockheed Test Pilot who made the first flight in the SR-71.

Are we on a roll or what!! Thank you George Marrett!

Staff Nominations

The Nominating Committee, after due deliberation and consultation with the nominees and in accordance with the by-laws of the Confederate Air Force, proposes the following slate of Required Unit Staff Officers for the positions shown below:

Commanding Officer	Jeff Welles
Executive Officer	Hal Chilton
Finance	Rosemary Netto
Adjutant	Bob Singleton
Operations	Glen Thomson
Maintenance	Bob Miller
Safety	Keith Bowers

These elective officers, if duly elected, shall constitute the governing directors of the Unit operation and are the voting body in all matters of Unit business and activities. Other Unit positions are optional and are appointed by Staff.

It is with a great deal of disappointment that the Nominating Committee must report to the membership that in spite of their plea in the last newsletter, not one single individual during the entire month has contacted any member of the committee to offer his or her services or to suggest the name of any member as a potential nominee for a Staff position. As a result the committee was put in the position of having to call on a large number of individuals

and ask them if they would serve. Many would not or could not for one reason or another so, again, the committee was forced to turn to many of those who had served in the past and ask them to continue to serve in the future.

We, as a committee, feel extremely fortunate in being able to come up with a slate of such well qualified and devoted nominees who, as a group, or as individuals, will be more than capable of leading us through our present but temporary dilemma to new heights and the goals we have had all along.

In particular, the backgrounds and abilities of our newly nominated CO and Exec are well known and thoroughly proven to all of us and it is believed that they will elicit a new measure of strength and support from the entire membership.

Nominations from the floor are always acceptable in any democratic organization, including our own. In the interest of avoiding any unnecessary prolongation of the process, however, it is suggested that nominations not be made simply to honor someone who has contributed a great deal to the Squadron. This can be accomplished more appropriately in many other ways and might prove to be a source of discomfort if the individual had not been consulted previously.

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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All of the candidates on the slate have been interviewed and questioned and have agreed to accept the responsibilities of the office and provide the amount of time and effort that the position requires. They deserve our unqualified support.

More HQ/Museum News

At the August Staff meeting it was announced that we are continuing our discussions and correspondence with HQ regarding our relationship between the Squadron, the Museum and HQ. We have sent a preliminary letter in answer to some of their questions regarding potential site considerations, air show concerns, assignment of leases and details about the loan and so on. A few of their other queries have had to do with overall future plans which are taking somewhat more time to prepare since we are still in the process of finalizing them ourselves.

In the meantime HQ is having our lease with the City checked by their

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	
Willa Killion	461-5405
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

legal staff and our loan agreement with the City is also being reviewed.

As things now stand it is felt that HQ is far more amenable now than they were in the past with regard to many of the things we would like to do. Consequently the Staff still believes that we should seriously consider the advantages of remaining a part of the CAF.

All of the reasons we wanted to be a part of the organization in the first place are still valid. In addition, there are any number of benefits available to us as part of the CAF, not the least of which are our present and potential relationships with other CAF groups. We should also consider the fact that there are dozens of other organizations out there that would consider an alliance with, or donations to, or cooperation in general, with a CAF group that would not even look twice at a brand new local museum. This does not mean that there should be a dissolution of the EWB Museum at all. It exists and can continue to exist and could conceivably play a very important part in the future of the organization, especially if we start

getting some significant gifts or donations. If, however, HQ decides that they are willing to work out a mutually beneficial basis for cooperation with us and what we want to accomplish, there are some very strong reasons for continuing to be the Estrella Squadron of the CAF.

Some indication as to what HQ will agree to should be forthcoming very soon, so hang in there and in the meantime...

... In the Meantime, Let's Get With It!!!

Regardless of what we ALL decide to do about the CAF/Museum question we can STILL go ahead with our plans for the building complex right now and this is what we should be doing.

The final building plans to be presented to the City are now on hand. The Building Committee has been re-energized and will take a close look at the updated plans and drawings to make sure that they are as required. At that point the plans can be finalized with the City and we can get a PERMIT to begin to build!

The City has given us every assurance that they will push the permit through as soon as possible so we could conceivably be moving dirt and preparing foundations in a few weeks!

For the benefit of everyone we are including a reduced copy of the site plan as it was submitted. As you are aware, there are some slight modifications to the plan in the interest of economy.

The entire concrete pad for the whole display/storage area will be cast first with all future plumbing stubbed in. The building will be erected as soon as possible thereon in the same size as was taken down; approximately 80' wide by 65'. The front or "leanto" section, which will include offices and rest rooms, will be put up immediately thereafter as finances permit. The other end will also be extended

somewhat later, again, as finances permit. This will get us under cover, even better than we are now, and out from under rent payments.

The Building Committee will also try to put together a workable plan concerning what has to be done before we actually start building. This will include a final cleanup at the almond plant, taking down the pole barn (if that is the plan) and putting together a group that will supervise the new construction.

It is the fervent hope of the Committee that most of those who comprised the crew at the demolition site can be prevailed upon again to head up the supervision of the construction crew at the new site.

Everyone is aware by now that, in the final analysis, the work that was done at the almond plant was eventually shouldered by a relatively few members.

Now that we all have been baptized by various fires, however, it would seem that we as a group should be able to see the tremendous potential offered by our new site and renewed goals. This should be enough in itself to fire up the enthusiasm that has been allowed to slip a bit in the past few weeks.

We will get this work done and if one needs to see what can be accomplished by just a few, take a ride by the almond plant and remember what was there in December of last year.

We still have the promise of getting the boys from the School and the boys themselves have told us on more than one occasion that they are really interested in helping out. There are also some highly qualified people among the members of our group and we earnestly hope that they will help guide our progress.

Let us put the problems of the past behind us. We can solve whatever remains in short order to the satisfaction of almost everyone. We have nothing but positive potential ahead of us and the chance to be

proud of ourselves as a cohesive group.

Let's do it.

Why I Want To Be A Pilot

by Tommy Tyler, 5th Grade, Jefferson School, Beaufort, S.C.

(Submitted by Obbie Atkinson)

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days. Pilots don't need much school; they just have to learn to read numbers so they can read their instruments. I guess they should be able to read road maps, too, so they can find their way if they get lost

Pilots should be brave so they won't get scared if it's foggy and they can't see, or if a wing falls off or motor falls off they should stay calm so they'll know what to do. Pilots have to have good eyes to see through clouds and they can't be afraid of thunder or lightening because they are so much closer to them than we are.

The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that plane flying is dangerous, except pilots don't because they know how easy it is.

I hope I don't get air-sick because I get car-sick and if I get air-sick I couldn't be a pilot, and then I would have to go to work.



Paso Robles Cd.

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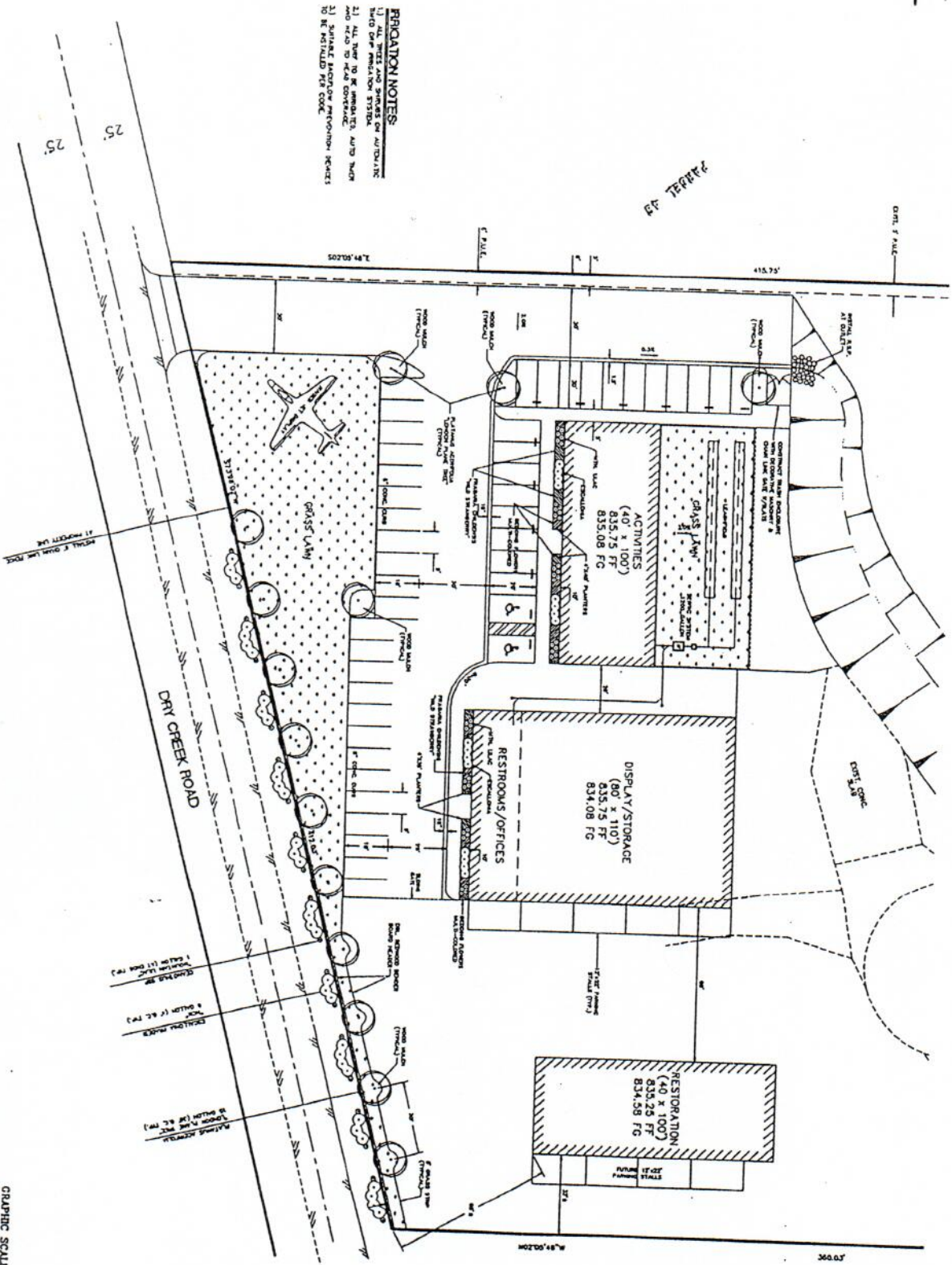
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 2) SEE SPECIFICATIONS FOR IRRIGATION SYSTEM
 3) SEE SPECIFICATIONS FOR IRRIGATION SYSTEM
 4) SEE SPECIFICATIONS FOR IRRIGATION SYSTEM



SHEET 2 OF 2
 2

SCALE: 1" = 20'
 DATE: 04/20/94
 JOB NO: 94-215

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pg 5

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