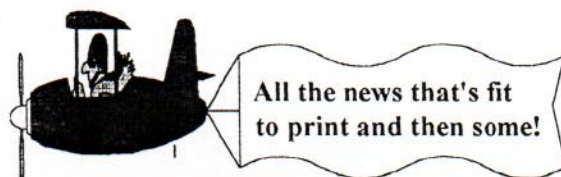


CONFEDERATE AIR FORCE NEWS

Estrella Squadron



Volume V Number 11

Paso Robles, California

November 1994

November Meeting

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

(It has been suggested that all colonels, to aid in promoting our Squadron's image as well as to reaffirm our support of the CAF, wear their uniforms to the meetings.)

We have been promised a barbecued chicken dinner so come on out and get your fingers sticky and have a great dinner.

Our program for the evening will be most interesting. We will hear from Captain Richard Dean Raaz, United States Navy, Chief of Staff, Commander Carrier Group 7. Captain Raaz is a 1967 graduate of the U.S. Naval Academy and his career has been devoted almost exclusively to the operating fleet.

Captain Raaz's service has been so notable that we are including a brief history of his experiences on page 4. This will be a most rewarding meeting and all are urged to attend.

It should also be noted that Skywest, The Delta Connection has made arrangements for Captain Raaz to fly round trip from San Diego to SLO as a comp just to speak to our group!!

This is a most generous gesture and maybe we should consider naming Skywest as the "Official Airline of the CAF Estrella Squadron"!!



Bug Smasher Breakfast

On Saturday, October 29 at 10:00am the Bug Smashers will offer a breakfast at the Hangar after their regular meeting. ALL are invited to the breakfast but if you want to go you MUST call Rosemary Netto at 467-3521 the minute you read this to tell her you will be there so she can order enough food. In any event, please call at least by Friday noon. A donation of approximately \$5.00 is suggested to defray the cost of the food etc.

Sorry to give you such short notice but the fact that you have to call to let Rosemary know was not brought out, explicitly, at the last meeting. Hopefully, this Newsletter will be in the mail by Wednesday afternoon, a day early, to give you a little extra time to call.

In addition to the breakfast there will be some formation flying by our

intrepid L-Bird pilots. Those who would like to partake in the event are invited to go along wherever there is space available. If you have never flown in formation before this is a lot of fun and is an added inducement for coming out to the breakfast.

Try to attend if you possibly can. These are great little informal get-togethers and are a perfect example of the casual activities that can make being a member of the CAF so much fun. There's no pressure or work party, just a chance to have a good breakfast and sit around and shoot the breeze for a while. Come on out!!

Last Call for Dues

In spite of pleas, editorials, harangues, and just plain pleading, there are still a number of individuals who have not paid their dues for the year 1994/1995. This can only be taken to mean that the individual is no longer interested in being a member.

It was considered at one point that the names of those in arrears would be published in the newsletter. It was decided, however, that this would prove to be an embarrassment to those who had a truly legitimate and personal reason for not renewing their membership.

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 unless otherwise noted. 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

Graphics, computer layout, design and use of photocopying machine as well as stationary and other supplies are the contribution of Stuart Toomey and

Toomey Aviation USA
3044 Propeller Dr. Paso Robles,
CA 93446
(805) 239-9210

By the same token, the Staff and the Membership Committee are extremely interested in whatever your reasons are for not renewing your membership. There are so many new directions, plans and projects being considered or actually being implemented that it is difficult to understand why there shouldn't be SOMETHING that would be of interest to every individual.

Please let one of the Membership Committee members know the reason for your decision not to renew.

The Staff sincerely regrets losing any individual as a member, especially those who have contributed to our success, but it is the Staff's decision that those not paid up by November 2, 1994 will be stricken from the roster and no longer considered members.

(From CAF Unit Manual Regulations
Section 3, Paragraph 5D)

"All members of the CAF Unit shall be CAF members in good standing. Any CAF member who becomes delinquent in dues payments or is

Committee Chairs**

Program	
George Marrett	466-4540
Dinners	
Bob Miller	434-1594
Rosemary Netto	467-3521
Membership	
Obbie Atkinson	238-9212
PX	
Willa Killion	461-5405
PIO	
Blake Wideman	237-2810
Air Show	
Ashley Lightfoot	239-4461
Hangar/Grounds	
Kevin Craig	238-4643
Bruce Toomey	238-9266
	238-9516
Ground Equipment	
Dave Geiger	239-1598
Project Mgr.	
Gary Corippo	238-2090
Insurance	
Elmer Belmont	466-1062
Refreshments	
Doug Miner	239-1054
Photo	
Ralph Grasso	237-2813
Historian	
Dirk Hale	237-0819 H
	238-8447 W
Activities	
Don Leedom	238-4313
Museum Director	
Open	
Meeting Setup	
Open	

**Committees and Chairperson list not finalized as of publication date. Further announcements will be made.

otherwise suspended, shall also be suspended from Unit membership and shall not participate in Unit activities until reinstated by CAF International Headquarters".

PLEASE NOTE THOSE WHOSE MAILING LABELS ON THIS NEWSLETTER HAVE A RED CHECK MARK ARE SCHEDULED TO BE DROPPED AS MEMBERS.**

Calendars

Our PX Officer, Willa Killion, wishes to make it known that we have on hand a number of great 1995 calendars. (Yes, 1995.) They are Norman Rockwell Limited Edition Collector's Series, World War II Commemorative calendars. Each page has a silhouette of a WWII airplane, tank half-track etc. as well as a wonderful Rockwell Poster on the facing page, all from the WWII era.

These were purchased by the late Col. Paul Tardiff and sort of got lost in the shuffle. They are \$6.00 each and it would help the Squadron a lot if we could get them all sold.

They would look great in your garage, if not in your house, and would be a real expression of your improved taste in art instead of the "nudie" calendars you now may have from Bad Bob's Auto Parts with the scantily clad girls with the "chee-chees grandes". Your wife and family would, no doubt, heartily approve of your upgraded cultural interests!

Dinner Donations

It has been suggested that we increase the "donation" for dinners at the monthly meeting to somewhere around 8 to 10 dollars and earmark what is left after food costs for particular programs such as kitchen equipment for the new facility etc.

Evidently this has met with somewhat more objection than acceptance so the idea is being thrown out to the membership as a whole. Give it some thought and either contact the Membership Committee or, at least, be prepared to offer your opinion when asked. Speak to your Flight Leader, assuming you get your list in the immediate future (which we are working on)!!

A Suggested Project

As you all know, wrestling with the chairs and heavy tables at every meeting is a bit of a pain. Several suggestions have been advanced (usually after a meeting!) about some sort of cart for both the chairs and tables.

Tom Leatherwood came up with the idea of simply joining several identical pallets together with 2x4's or larger stringers and with pipe at either end. Putting these on four wheels, say two at the center and one swivel wheel at each end might do quite nicely.

This would be a great project for a group of members. Tom said he would be happy to let any member group use his shop and electric tools for this purpose if they don't have their own. Pallets are readily available here on the airport

Anyone interested see Tom Leatherwood or Bruce Toomey, otherwise known as Light Fingered Louie, pallet supplier. Seriously, Horizon Hobby gets tons of stuff in on pallets and have always been most generous when asked for a few. This is a great idea. How 'bout it guys?

Another Project

Our own Col. Wayne King has indicated that he has found a number of F-4s that are about to be scrapped. These particular ones are not available as full aircraft but he has made arrangements to have a cockpit section saved which we could have as a photo opportunity center. It could be mounted on a trailer (donation, please??) and taken to airshows, if practicable, but at least could be used here at the airport.

Remember all the kids as well as adults who crawled into the cockpit of the T-28 to have their picture taken? We could charge five bucks or so per shot and make some real money.

Col. King will be available at the meeting to discuss this in more detail for those who would be interested.



CO's Corner

SALE OF METAL BUILDING

First off this month I'd like to thank the dedicated guys who have been working at the Castle & Cook almond plant site dismantling the remaining buildings. For the last couple of week the usual crew was there taking siding off the pole barn, salvaging the poles and working on the metal building. Special thanks go to Gary Morrison and his crew for the professional red iron dismantling which was a major project.

Were it not for their continued effort we would not be able to report the great news: Bruce Toomey was authorized by your Staff to sell the remaining building we didn't plan using at the new site. After a couple of weeks of diligent effort on his part, Bruce brought in a deal that was going to net us \$14,000 "as-is, where-is", \$15,500 with the remaining insulation stripped off or \$17,300 if dismantled and stacked. With the efforts of the Morrison gang and the bunch that showed up during the week and on Saturday, the whole building was on the ground ready to be loaded by the end of the week so we realized the whole \$17,300! Great work, Bruce!

BEECH 18 PROJECT

I don't want to steal Tom Leatherwood's thunder by repeating some of the things he will tell you about our new project. However, this promising project would not have been possible without Tom's vision and willingness to accept a challenge. I am absolutely excited about this project. It's the kind of activity that meets the goals of our organization, is within our means (both financially and skills), and will be a great way to get more members to airshows when finished.

MEMBERSHIP

Ask the right guy to do a job and you are likely to get results! I asked Col. Obbie Atkinson if he would consider heading up a new committee this term and he agreed. At our first Staff meeting (of your newly elected officers), we agreed that we needed to place more emphasis on retaining members, getting visitors interested in becoming active members of our Squadron, and in encouraging more members to become Colonels. Obbie has organized the Squadron into "Flights" of 8 to 12 members each headed by a "Flight Leader". We feel that we needed more intensive interest in each member by those in our group. Obbie has patterned this program around a combination of the "buddy system" and the "company-platoon-squadron" concept we all remember from the service. More to come...

NEW COLONELS

Please congratulate the following new Colonels: Pete Johnston, Mike Slauson, Dieter Eckert, Doug Miner, Rosemary Netto and George Marrett. You have taken a major step in helping our Squadron fulfill our charter, and by this action you have shown your loyalty to the ideals and goals we all expressed when we joined this outfit. We are proud of you!

MIDLAND CAF-HQ AIRSHOW

Glen Thomson headed up a group of several of our members who flew with Glen in the S2 to be a part of the CAF's annual Midland Airshow. Accompanying Glen were Dewey and Willa Killion, Blake Wideman (our new Public Information Officer-"PIO", and Dave Geiger.

When they got to Midland they discovered that the event still needed a lot of help in getting set-up. So what do you think our folks did? They got involved, rolled up their sleeves and helped make the show a success. Because of their hard work we were

able to show HQ that they really have a dedicated Squadron out here on the Central Coast of California, and that the Estrella Squadron is a vital part of the Confederate Air Force. Glen's S2 opened the show on both Saturday and Sunday. Great Show! Good Work!

ACTIVITIES

Don Leedom, our Activities Chairman, has designated that the first of our monthly activities will be a pancake breakfast and flying activities sponsored by the L-16 Group. It will be this Saturday, October 29th at our hangar at 10:00am. Bring your appetite.

We'll look forward to seeing you at our regularly scheduled meeting on Tuesday, November 1st. Keep 'em flying and check your six.

Captain Richard Dean Raaz, USN

In addition to the introduction of Captain Raaz in the Meeting column here are some other items of interest.

Capt. Raaz's "dolphin" service has included extensive experience in both attack and strategic deterrent submarines. His attack submarine tours include USS POMFRET (SS391), USS SCULPIN (SSN590), and command of USS HADDO (SSN604). The HADDO command was highlighted by a Western Pacific deployment and award of the 1985 Battle Efficiency "E".

Capt. Raaz's strategic submarine tours include USS BENJAMIN FRANKLIN (SSBN640(GOLD) (six patrols), USS GEORGE WASHINGTON (SSBN 598) (five patrols) (GOLD) and command of USS GEORGIA (SSBN 729) (BLUE) (four patrols). The GEORGIA command was highlighted by award of the Pacific Fleet Golden Anchor Award for 1992, featured in the Discovery Channel's mini-series,

"Submarines: Sharks of Steel", and Captain Raaz's selection as the U.S. Navy League's winner of the prestigious Stephen Decatur Award for 1993.

Capt. Raaz served outside of the Submarine Force on the staff of Commander Carrier Group FIVE in the Western Pacific from 1986-1988, highlighted by assignment as the Command Center Director for Commander Joint Task Force Middle East operating in the Indian Ocean and Persian Gulf. Capt. Raaz has also served as Assistant Chief of Staff for Operations, Commander Submarine Group FIVE (1988), and as Commanding Officer, Submarine Training Facility, San Diego (1989-1991).

Capt. Raaz extensive professional education includes participation in the Burke Advanced Scientific Education Program (M.S. ; Ocean Acoustics, Catholic University of America, 1970). He is a 1982 graduate of the College of Naval Warfare, U.S. Naval War College, Newport, Rhode Island. His awards include the Legion of Merit with gold star in lieu of the second award, the Meritorious Service Medal with two gold stars, the National Defense Service Medal, the Armed Forces Expeditionary Medal, the Navy Expeditionary Medal, and other unit and campaign ribbons.

Membership Committee

The Membership Committee as authorized by the Staff will be composed of three colonels:

Col. Obbie Atkinson, Chairman
Col. Bruce Toomey
Col. E. Blaine (Park) Parkening

Several new and innovative concepts regarding membership have been proposed, primarily by Chairman Atkinson, who should receive considerable credit for his foresight and the effort involved in preparing

these programs, all of which have been approved by Staff.

To quote Col. Atkinson: "Commander Jeff Welles and Staff have been busy organizing for a great new future for the Squadron as we move ahead with our improved relationship with CAF HQ and the exciting anticipation of occupying our new permanent home being prepared by the Estrella Warbirds Museum.

Part of the new program calls for the creation of the position of Flight Leaders. Twelve colonels have been appointed and approved for these positions. New Squadron membership lists will soon be published assigning associate members as well as colonels to permanent Flights. When you receive your list please get in touch with your Flight Leader and offer your support".

(Editor's Note: The concept of the Flight Leader program as conceived by Col. Atkinson, while specific as to duties and responsibilities, was originally thought of as a way to bring every member in contact with one another; a way to make every member feel the importance of his or her contribution to the Squadron and a way to make every member aware of the Squadron's reliance upon the efforts of each and every individual. Each Flight Leader will be responsible for the involvement of his group in the activities of the Squadron as well as providing his or her Flight members' suggestions and proposals to the Staff.)

Flight Leaders are as follows:

A Flight - Col. Bob Exline
B Flight - Col. Dewey Killion
C Flight - Unassigned at present
D Flight - Col. Blake Wideman
E Flight - Col. Cliff Thurber
F Flight - Col. Keith Bowers
G Flight - Col. Dieter Eckert
H Flight - Col. Dirk Hale
J Flight - Col. Doug. Miner
K Flight - Col. Bob Singleton
L Flight - Col. Rosemary Netto

M Flight - Col. Mike Slauson
N Flight - Col. Bob Miller

Flight Leaders should take pride in their selection as it is evidence of the awareness by their peers of their leadership qualities as evidenced by their performance in the past.

Flight Leader Responsibilities:

1. To serve on the Membership Committee.
2. To recruit to keep Flight at strength.
3. To contact Flight members as directed prior to meetings and events.
4. To report at meetings as to the number of Flight members in attendance.
5. To appoint and submit to Staff a deputy or alternate in the event of absence
5. To serve at the pleasure of the Commander and Staff
6. To meet with the Squadron Commander to organize yearly Flight activities.

Membership in the Future

The Membership Committee is very proud of the fact that six former Associate members have become colonels in the CAF. These members were named in our CO's column.

Recruiting for new Associate members as well as new Colonels will be actively pursued by the Membership Committee. Those who are currently Associate members are seriously urged to become Colonels. It is a stated goal that we will endeavor to increase the percentage of Colonels in our Squadron to the point where the Colonels constitute the majority of the membership.

As stated in the CAF regulations only Colonels are privileged to vote on CAF Squadron operational matters. By having a majority of Colonels as members we would be assured that all CAF decisions are made by a majority of members. This would also give us a much more effective voice at CAF HQ and would also provide a much bigger base to draw from when

considering Staff and other strictly CAF positions.

Keep in mind that, as previously stated, we are just as actively recruiting Associate members as we are Colonels. The Associate members have, in many cases, been the backbone of the Squadron. It is a fact, however, that the more Colonels we have the more clout we have as a CAF unit.

A brief description of available memberships is shown below:

Associate Members - Dues \$35.00/year
Associate members will be expected to participate in all functions of the Squadron, serve on at least one committee, and pledge support as well as furthering public relations for the CAF and the Squadron. Associate members have no CAF business voting rights.

Colonel Members - Initial dues \$200.
of which \$40. is retained by the Squadron. Annual dues thereafter are \$160. payable to HQ.

Colonel membership requirements include those of Associate members and, in addition, they become a part of the International CAF HQ at Midland, Texas with the full rights and benefits of CAF Colonels. They will become part of a "pool" available for Unit and HQ Staff positions. They will have full CAF voting rights in annual HQ elections, will select committees and receive all CAF publications,

Colonels are also encouraged to secure and wear one of the standard CAF uniforms at meetings and other appropriate functions.

"Warbird Scene"

"Save-A-Beech" Project

By: Col. Tom Leatherwood

Without a lot of fanfare I just want to say that the response from the members present at the last meeting

was overwhelming. Thirty three members pledged over 13,000 dollars to acquire the airplane and get us well on our way to having a great airplane to fly and enjoy. To all members not present please call me at home, 239-7450 or work, 239-4037 with your pledge. Mail it to me or bring it to the next meeting. Whatever you can spare.

For your donation, besides the pride of being an active part of resurrecting this great airplane, we will have an inscribed plaque mounted in the aircraft with the names of all the sponsors, plus a special patch to wear on your flightsuit, uniform, or hat. Even if all you can do is come out and apply a little polish occasionally let us know. We need EVERYONE involved in this.

o bring you up to date, We own a Twin-Beech! Not as cheaply as I would have liked but a great deal in any case. Leon held firm at 8000.00, however I got him to throw in the propellers. They need overhaul but cores can run one thousand to fifteen hundred each and these are the paddle bladed Hamiltons which are much preferred and impossible to find.

With the start that we have and the capabilities of this group, we not only have an airplane, but we can have one of the nicest Twin-Beech's in the world. And believe me, there isn't a fly-in or airshow anywhere that won't buy our gas and give us rooms just for bringing it there.

Sometime during the next month we'll have an organizational meeting to delegate responsibility to the various aspects of this project so please give some thought to how you can best contribute. We'll need a good sheet metal mechanic, people with electrical know-how, upholsterers, painters, hydraulic and mechanical skills and any A & P's PLEASE, stand up and "COME YE FORTH".

Initially we need someone with woodworking skills to build wing jigs to transport and store them safely. Preferably rolling jigs similar to the way our bulletin board base is constructed. Wings 90 degrees to the floor, leading edge down. We need somebody(s) on this quickly! You can use my wings for a pattern. Save your receipts! We will reimburse your costs. I have the space and the tools at my shop if need be.

We will be addressing the issue of hanger usage at the next meeting. Our first priority for hanger utilization should of course be squadron or museum owned aircraft. However I believe that with a little rearranging we can get the Beech in plus the 2 L-birds. With the outer wing panels off it takes up surprisingly little space. How about a pancake breakfast on a Saturday soon (proceeds to the "Save-a-Beech" project) then a major cleanup and reorganizing of the hanger?

On the subject of fund raising for this and any other project we're involved in we need everyone's help. You'd be amazed at how and where money can be found for non profit groups such as ours. In casual conversation with my banker today I found out that they have funds set aside for donations to worthy projects, and he feels that they will be able to contribute what may be a substantial amount to us! So talk to your bankers, your employers, businessmen, politicians etc. The worst they can say is no!

Better yet, invite them to a meeting. Let them see first hand where the money is going. Maybe they'll even join. I can't think of anyone that isn't fascinated to some degree by World War II, and especially aviation.

Things are really coming together rapidly for our airplane. I'll list a few of them;

1. Leon blew the tires up the other day and after 20 years they're holding pressure!

I'm not sure we want to trust them even for 5 miles, but it seems like a good omen.

I have a complete set of tires I am donating, in any case.

2. I have located a spar kit (Aerocon) for 1500.00 (90% sure). Aerospace gets 4000.00 for theirs.

3. A right hand rudder has magically appeared right here in town. (still working on the price, (200.00-300.00).

4. Dick Hulme from Santa Maria has volunteered to do the surfaces. They were recovered some years ago with Stits but need cleaning and painting plus the right hand rudder needs covering. Dick did all of the surfaces on the CAF's Bearcat and really knows his stuff. Plus he can help us with the strap.

5. Wayne King has contacted me and believes that Golden State propeller may help us out with the propeller overhauls to some degree. We're looking at 1200.00 to 1500.00 apiece otherwise. Plus he has many contacts in Aviation and has hinted around about the possibility of some engines!

No promises, but lots of optimism and many phone calls. We need everyone doing this.

There's lots more going on besides this. People are calling me volunteering their services. Wanting to know when we're going to get it, etc. In short, lots of excitement and enthusiasm for the project.

We will schedule a time in the next few weeks to "bring the Beech home".

We need those jigs ASAP. Then one day to dismantle the aircraft for towing and then another day (or morning that is. Say 4 AM) to tow it back. We'll need to do it early because widthwise, it takes up most of Ranchita Canyon road. I'll have some detailed photos of the airplane plus some of the nav station training gear that I've accumulated on display at the next meeting.

I thought that this might be a good time to relate my past experience relative to the Twin-Beech so you

know a little of where I'm coming from.

Starting in 1956 I worked at "The Norman Larsen Co" (now Beech West) in Van Nuys, (my Dad was parts dept. manager) after school and week-ends. Twin-Beeches were as common then as Bonanzas are today. I can still close my eyes and "smell" the leather interior in a brand new E-18, just arrived from Wichita.

In 1962 both my father and I (fresh out of High School) went to work for Lee Cameron, Aerospace Products. Aerospace was the largest developer and manufacturer of modification kits for the Beech; spar straps, speed and high gross kits, metal surfaces, custom interiors, you name it. Dad in sales, me on the shop floor. We both received a huge dose of Twin-Beech knowledge which we then applied to our benefit and started our own company in 1967 specializing in surplus Twin-Beech parts. Eventually branching out to cover all models.

At this time the military was releasing literally tons of Twin-Beech parts which we started stockpiling. Also at this same time the US Dept. of Agriculture began a program in Mission, Texas, to eradicate the "Screworm". They did this by "spraying" laboratory sterilized "flies" from low flying aircraft. At one time they had over 40 Twin-Beeches flying on this program. They became our largest customer.

We also supported many repair shops and owners and as a result I had many opportunities to get "hands-on" experience with the airplanes as well as rebuilding components in our own shop. So the Twin-Beech feels like an old friend to me.

This continued until 1977 when after a disastrous fire in which we lost 80% of our inventory, and for various personal reasons, I elected to part ways with my Dad and proceeded to start my own company specializing in aircraft lighting fixtures. The company my father and I started still exists and is now run by my sister and

brother. And they still have quite a few Twin-Beech parts.

The three other major Twin-Beech suppliers are still in business and I have a good rapport with them all. Dave Warren, the largest, is a personal friend as well.

In addition I am a "Life Member" of the "Twin-Beech Association", and am constantly in contact with other Beech owners around the country who collaborate in locating parts, experiences, etc. In fact we will be hosting the second annual Twin-Beech owners fly-in here again in May. We're expecting 20 plus airplanes!

I am very excited about this project and eagerly looking forward to working with all of you in bringing this wonderful old airplane back to life.

Please fill out the enclosed questionnaire and mail it or bring it with you this Tuesday "LET'S GET BUSY"



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To:

COL. JOHN DAVIS
3057 S. Higuera St. #11
San Luis Obispo, CA 93401

Estrella Warbirds Museum "Save-A-Beech"

NAME: _____ DONATION: _____

ADDRESS: _____

PHONE: _____ WORK: _____

CREDENTIALS: _____ pilot _____ sel _____ mel _____ cfi _____ other _____ A&P

SPECIAL SKILLS: _____

BEST TIME (s) AVAIL FOR WORK DETAIL: _____

COMMENTS: _____

***Bring this form to the November Meeting or mail
to: Col. Tom Leatherwood
3015C Propeller Drive
Paso Robles, CA 93446***