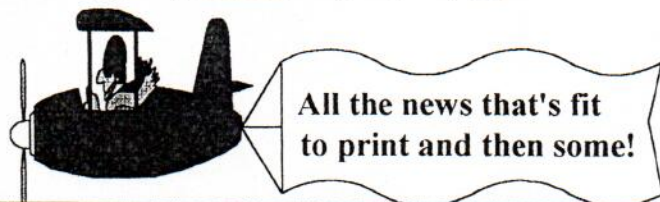


CONFEDERATE AIR FORCE NEWS

Estrella Squadron



Volume V Number 12

Paso Robles, California

December 1994

December Meeting

The next meeting will be held on Tuesday, December 6, 1994, at the Hangar. Social Hour commencing at 6:00pm and Dinner at 7:00pm. Again, it is suggested that all Colonels be in uniform.

Since it will be our December meeting this will be our Christmas Party, in effect, and as a result we have been promised a turkey dinner by our superb dinner crew! So try to be there to help usher out the old year and welcome the new which should be filled with great activities.

Our program for the evening will be another incredible speaker brought to us by our equally incredible Program Chairman, George Marrett. We will hear from one of the most interesting people that any group of aviation buffs could hear from: Bob Gilliland, Chief Test Pilot for the SR-71, among a hundred other similar accomplishments.

It is one of the pleasures of writing this newsletter that permits the writer to often write up a brief resume of a speaker's aviation background and history, usually from rather sketchy notes. These write-ups are sometimes expanded upon slightly by the editor to make up a couple of columns of space.

In Bob Gilliland's case, just the bare notes alone take up NINE PAGES. This man has more Mach 1,2 and 3 time than any other pilot in history. He has more "firsts" than you can even dream of, first to fly the SR-71A, B and C models, first to fly the YF-12A prototype at design speed at night, first to experience a double flame-out in the same airplane and a dead-stick ride to ground level and on and on and on. Suffice it to say, BE THERE on December 6. You will probably never hear from or see the likes of Bob Gilliland again in your lifetime.

AIRSHOW '95 JUNE 4, 1995

Flight Leader Program

*****IMPORTANT NOTICE*****

There will be a short meeting of the Flight Leaders at 6:30 pm Tuesday, December 6, just before the monthly meeting.

The Flight Leader Program for all members will be initiated as of the December meeting. All members should check the bulletin board to see to which Flight they have been assigned. Each member should also look up his or her Flight Leader at the meeting so he or she can be identified by the Leader, especially if the member is new or fairly new. By the same token, Flight Leaders should also be looking up their Flight team for introductory purposes if nothing else.

As Membership Committee chairman, Col. Obbie Atkinson has been working for weeks on ideas and methods to make the Flight Leader concept a valuable, working program.

Being Obbie, he has translated these ideas into hard facts and you will all see the results when you come to the meeting. Nothing short of fantastic!!

In addition to the information on the bulletin board there will be a list in this newsletter so please look for it, pull it out and save it. Included is a basic set of guidelines to help everyone understand what the program is about.

Calendars

Our hard working PX Chairperson, Willa Killion, has announced that there are only 7 or 8 1995 Norman Rockwell calendars left. While she is away for a short time, our able PIO, Col. Blake Wideman, will be selling these at the meeting. Please think about buying one. They were quite expensive and we would really like to "clear" ourselves as a Squadron with regard to the expense of these items.

They are very nostalgic. You will recognize many of the pictures from the WWII era and they are 1995 calendars, not old leftovers!

Aircraft Procurement Authorization

We have just been informed by the National Museum of Naval Aviation, Department of the Navy, that the Estrella Warbirds Museum has been

qualified for the loan of excess Government property. This means that it is entirely possible that we can obtain various surplus aircraft for display purposes at the our Museum.

This has been arranged for by our own Col. Wayne King working through the Navy League of which he is a member.

This is an extremely valuable asset for us and Col. King is to be congratulated for his efforts on our behalf. We will hear more from him as time goes on as to just what this can mean to us.

CO's Corner

Col. Jeff Welles, CO

At our last Staff meeting earlier this month, Col. Obbie Atkinson presented the ideas he and his Membership Committee had developed for our Flight Leader program. I don't want to steal Obbie's thunder, because Bruce Toomey does a credible job explaining how this will work, but I think that Obbie and his group have come up with a valuable concept, and one which will serve our Squadron well.

Hats off to the group of L-Bird pilots and crews who participated in the various fly-bys on Veterans Day. We had kudos from each of the sponsoring groups and an especially nice thank you from the Cambria folks. Thank you Col. Harry Hines for setting this up.

It's been a while since we brought up the topics related to out local Squadron, The Estrella Squadron of the CAF (the Squadron), and its relationship with the Estrella Warbirds Museum, Inc. (the Museum).

As your representatives, we, the elected Staff of the Squadron, have attempted to carry out the wishes of our members. If I can recap the various comments we have heard during the last six months or so, I would list them as follows:

1. Squadron relationship with CAF.

We very much want to remain a part of the international CAF movement as a duly authorized field unit, a Squadron. We have the same feelings about the great ideals and goals of this group that we always have had and we want to be a part of a successful larger body rather than trying to "go it on our own".

2. Issues of Local Control.

Notwithstanding the above, we do have the Museum in place. It has certain property rights (its very favorable lease with the City of Paso Robles, ownership of valuable metal buildings-our future home and an \$80,000. loan commitment) and the corresponding lease obligations which go along with those positives

3. Commitments Already in Place.

The Museum also has a broader commitments to the City (as a prerequisite and corresponding responsibility to the community)

to provide a service to the citizens of Paso Robles, and to fulfill the City's goal of providing a facility and operation which will (eventually) increase tourism to the area (a military aircraft historical museum).

We are moving in a direction which the Squadron Staff feels meets the above goals. We are still developing more detailed plans for the implementation of specifics, but I would like to recap what has been accomplished since the election of the current Staff:

1. We have pursued the concept of "twin organizations" with CAF Headquarters. Why? Remember, you have asked us to try to maintain "local control" of our affairs as much as possible, especially as it relates to property. This necessitates having an entity (the Museum) which has the underlying property rights.

In part, due to the tremendous contribution made to the CAF HQ Air Show in Midland by a group headed up by Glen Thomson, we have demonstrated to HQ that we are "givers" as well as "takers". This produced either a turnaround in attitude on the part of HQ or a feeling of conciliation at the very least.

Either way, they have signaled their approval of a sublease arrangement, (previously denied by HQ) whereby the Squadron would sublease our home from the Museum. This is a gigantic step in resolving our differences.

At this writing the Museum is working on obtaining approval of that sublease with the City. It will be forwarded to CAF-HQ for modification and approval by their legal staff.

2. We have made a compromise offer to HQ in an effort to resolve our liability to reimburse them for insurance regarding our 1993 Air Show. We hope to have this nagging matter resolved in the next 30 days.

3. Your Squadron Staff decided to further separate the business of the Squadron from the business of the Museum. While in the past we may have not operated as autonomously as we could (and should) have, we are attempting to let the Museum run their business and we will run ours.

4. The annual air show is the responsibility (and lease obligation as a part of the property lease with the City) of the Museum. We have moved the planning and management of the air show back to the Museum where I believe most would argue it belongs. We (the Squadron) will be expected (I expect as a condition of our sublease with the Museum) to provide manpower for the necessary operation and success of the air show, however, the primary responsibility of the air show will fall on the shoulders of the Museum. Don't, however, let this stop you from getting involved with the air show. The success (and livelihood) of our

Squadron is tied to that of the Museum.

Parenthetically, the Museum Board has reorganized the management of the upcoming air show. Under the leadership of the air show Chairman, Ashley Lightfoot, department heads will manage each of the functional areas of the air show: Operations, Advertising and Promotions, Ramp and Administration with sub groups reporting to the major coordinators.

3. Other than the specific functions set aside for the Museum, the focus of our group is on the Squadron. There are still areas of discussion where we don't yet have each organization's role completely defined and details worked out. One area under discussion is how to insure that all Squadron members are dual members as well of the Museum.

Also, if you remember, we have set in place, under the leadership of Col. Don Leedom, a new program for monthly activities. This is a part of the focus on the Squadron and its members.

In conclusion: Many of you have approached me and others of the Staff with your feelings, comments and ideas on how we can best operate both entities. We welcome them. We are your representatives and are trying to forge organizational concepts which will serve us for some time to come. We are moving deliberately toward those ends.

Please keep us updated on how you feel.

"The Beech Group"

by

Col. Tom Leatherwood

I have been sitting here for about 30 minutes now staring at an empty screen, not knowing where to start. On one hand there is lots to talk about relative to the Beech project and on the other I feel a need to address the ongoing CAF vs. Estrella Warbird Museum issue. I believe that the Beech project may hasten the demise of the CAF. In a way that hadn't occurred to me before.

It's pretty well been established that there will be a definite division between the two. Different officers, different meeting time, and different goals and objectives. In our effort to "control" our own destiny and be responsible for ourselves we may have taken away the very things that have made the CAF involvement interesting.

Consider the aircraft issue. And we'd better because that's why the CAF exists. Sponsorship of an aircraft takes CASH! Lots of it. Plus lots of work maintaining it and people to fly it. If the majority of our people are involved with the Beech project (museum) financially and physically, not to mention the airshow, who will be left to lead the CAF to its objectives, and where will the funds come

from? Frankly, unless an aircraft is donated to the CAF it simply isn't going to happen. And even if it was, how would we support it?

If this sounds like an about face on my part it's not. I strongly believe in the Beech project and the necessity of it being separate from the CAF. But I also believe in the CAF and have suddenly realized what consequences this project may have for it. Between the airplane and the airshow what will be left to the CAF?

To say that the CAF's interests have been somewhat neglected in the recent past would be an understatement. If anyone from headquarters came out here to "inspect" our outfit, I would be embarrassed to say the least. The hanger is a mess. Its full of junk and filthy. Our CAF owned equipment is a disgrace. The pick-up that some of our members labored over and had looking so good has been allowed to deteriorate and now looks just as bad as when we got it. The same with the tug. Why weren't these vehicles stored inside?

Think about this: Why do we need a hanger at all? We only use it once a month for our meetings. We could do that at the Elks club or Centennial Park for that matter. We rent out hanger space! That's really the hangers main function. "We need it to store our stuff in". Nope. Most of the "stuff" in there is privately owned. The

items in there that belong to the CAF would fit in a T-hanger. From these rentals we take in less than half of our monthly cost for this building. That means we are subsidizing our member/tenants who are getting a great deal. Can we afford that? It would be nice, but I don't think so.

The answer is simple. We charge by the square foot. Our cost is about 22 cents a foot. If your airplane takes up say a 30 x 30 foot piece of the hanger that's 900 feet or 189.00 a month. That's pretty cheap rent on any airport.

I didn't mean to get so far off the track here but this has been stuck in my craw for awhile and I felt it need saying. Besides, I have a captive audience that can't argue back. Anyway, getting on to the Twin-Beech.

IT'S BACK!

Last week a bunch of us spent about 3 days pulling the outer wing panels and getting it ready to tow home. Then on Sunday towed it back to the field where it's now parked. The first time it has moved in 20 years.

There are a lot of things happening regarding the project but your going to have to "join" the group to get the newsletter wherein all of this great information can be found. Speaking of joining! From the overwhelming response at the meeting two months ago where over 13,000 dollars was pledged

in support of this project I have been underwhelmed by the lack of response to my attempts to collect same. At present only about 5000.00 has accumulated.

At this point I feel the need to point out a harsh reality about this project. IF (BIG "IF" HERE) you REALLY want this project to succeed than this money needs to be gathered now. And later on some "more" money will need to be collected. Sure, we'll be attempting to raise funds elsewhere but the only thing we can count on is you, the member. It's going to take somewhere around 50 to 60 thousand to complete. If we can't even collect the moneys originally pledged, which were only enough to procure the airplane and cover the start up costs to restore, than there's no hope for completion much less an ongoing project.

This airplane is for YOU! IF you really want it. Its going to take a lot more than interest and a few Saturdays to make it happen.

On the other hand if you feel that this is beyond your capabilities or those of our membership as a whole please let us know. These are not the best of times financially for a lot of people and it's easy to get caught up in the excitement of contemplating a project like this and maybe in that surge of enthusiasm committing yourself and your hard earned cash wasn't practical for you. If thats the case please let me know. I have committed myself

to this level based on the response I received at that meeting. But if that isn't realistic I need to know now. Maybe we put it on hold and try again next year?

I thought it was interesting that, with 2 exceptions, (they were in Texas) only one other person who was not at that meeting has come forward with a donation..??

It's all up to you.

AIRSHOW '95!!!!!!

The date for the 1995 Air Show has been scheduled as a one day affair on June 4, 1995.

It was decided to go back to a one day show after considerable deliberation at the last Staff meeting. We have had considerable success with our past one day shows and it was felt that this might give us a little breather and would contribute enormously with regard to cutting expenses. We can always expand it again but the last show was pretty tough on a lot of people who worked for months in advance of the actual show and during the show itself.

Ashley Lightfoot is heading up the show this year and has put together a detailed and very well planned organizational chart which should go a long way toward eliminating some of the confusions of the past. Ashley has been heavily involved in a lot of large air show work in the past so we

are looking forward to working with him.

Speaking of that, NOW is the time to volunteer for the various jobs necessary to make the show work. Call Ashley at 239-4461 and put in your bid for whatever position you think you would like to handle.

A Bit of History

We will end our monthly thrash with a little tidbit passed on by Col. Wayne King. The origin is not available so by publishing it the Editor will probably be sued but what the H---, it's only money!

The following is nothing new to many of you but it's still interesting.

From a letter to the editor of some publication or other:

"Boneyard update

In the Unicom section of your October issue, a reader asked if there was an airplane graveyard somewhere in Arizona. I'd like to offer a little more information. The official name of the "Boneyard" is the Aerospace Maintenance And Regeneration Center or AMARC. The 2,600 acre facility is part of Davis-Monthan Air Force Base in Tucson, Arizona, and contains over 4,200 aircraft, 70,000 production tool items and various weapons system components worth over \$12 billion. Probably the only DOD

activity that makes money for the Government, AMARC returns \$18 to the federal treasury for every dollar spent on the facility, earning over \$680 million in 1992. Contrary to popular opinion, most aircraft in AMARC will fly again, as drones, through foreign military sales or transfer to other government facilities. As a matter of fact, aircraft are currently leaving AMARC at the rate of six per month! AMARC is open to for public tours year-round; there are two public tours per week (three in the winter tourist season), conducted by volunteer tour guides from the base's military and civilian population. For more Information, to reserve a spot on a public tour, or to request a private group tour, contact the 355th Wing Public Affairs Office at (602) 750-3204.

Capt. Michael D Turner
AMARC Tour Guide
Tucson, Arizona

Talk about a nifty place to fly into for a day or two!!!

AIRSHOW '95 JUNE 4, 1995

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Ty Hendricks 461-3117
John Himes 466-6102/466-6680
Greg Howe 466-4963
Paul Schweich 461-3518
Richard Valentine 237-8850/237-8850
Col. Jeff Welles 541-5765/544-7864

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Javier Arango
John Bell Sr. 349-2414
Col. Arnold Gaub 594-1670
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Lou Nunno 238-6801
Roger Oxborrow 237-3877
Stuart Toomey 239-9210
Jim Webber 845-0664
Chuck Wentworth

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Bill Carlson 595-7935
Col. Wayne King 473-0303/544-6774
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Col. Park Parkening 546-9054
Gordon Robb 772-1137/595-5060
Gary Ryan 772-3361
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Grady Laird 238-1152
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K.O. Eckland 466-5373
Bob Foote 466-9228
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Louis Perry 461-4170
Darrell Radford 238-2509
Mike Wing 434-1433

**Note: Charlie Flight is a Receiving Flight for new inductees (temporary), honorary, distant and others not designated as regular members.

The basic idea for and Flight Leader Program was designed for several specific purposes:

1. To inspire members to become Colonels in the CAF and the Squadron.
2. To provide members a manner in which each can realize his or her Leadership abilities in the organization.
3. To provide a recognized "pool" of talent for future Staff and appointive positions within the Squadron.
4. To encourage the involvement of each individual member in Squadron activities.
5. To enable the Squadron, as a whole, to be in relatively constant contact with each member so as to inform him or her of activities, work projects and events of whatever nature that would, hopefully, generate his or her participation.
6. To create a general feeling of belonging and to insure that no member is overlooked, ignored or uninformed with regard to Squadron activities.
7. To make membership in our organization something of significant value to each member, as well as to the community and all of those with whom members come in contact.
8. To make every member aware of the importance of his or her contribution to the Squadron and of the Squadron's reliance upon the efforts of each individual member.
9. To instill a measure of discipline within the organization to aid us in accomplishing our goals.