

# CONFEDERATE AIR FORCE NEWS

## *Estrella Squadron*



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

Volume VI Number 6

Paso Robles, California

June 1995

### June Meeting

The next **REGULAR** meeting will be held on Tuesday June 6, right after the Air Show, at the Hangar. Social Hour commencing at 6:00pm and Dinner at 7:00pm.

Our dinner crew will be plenty pooped after the Show but we are still promised our usual good fare.

As usual, it is suggested that all Colonels be in uniform.

We will have a most interesting speaker for the meeting, Mr. Al Sonne of Atascadero. Mr. Sonne, as a 24 year old Marine Corps officer, led a platoon of Marines onto the left bank of the assault beach on Iwo Jima.

As many of you may remember, we lost over 4,000 killed, over 400 missing and over 15,000 wounded during this 26 day battle.

Of the 27 commissioned officers in his group, Mr. Sonne was one of only two who were not killed or wounded.

Some of the events included in the article sent to us about Mr. Sonne's experiences are almost unbelievable. Iwo Jima was a major battle and Mr. Sonne's recounting of those days should be very interesting and meaningful for all of us.

Please make every effort to attend this meeting.

If you have wondered why the Newsletter is coming to you a week early, here's why.

### Special Meeting

Thursday, May 30  
See Estrella Warbirds  
Museum Section !!!

PLEASE NOTE THAT PHOTOS WILL BE TAKEN FOR THE SPECIAL EDITION OF THE "COUNTRY NEWS", WHICH WILL INCLUDE SEPARATE SECTIONS FOR THE C.A.F. AND MUSEUM. COLONELS, PLEASE WEAR YOUR UNIFORM TO THIS

MEETING EVEN THOUGH IT IS A WORK ASSIGNMENT AND DISCUSSION MEETING.

### Dues

Checks for annual dues are flowing in slowly so when you read this, please just sit down and write out a check to the CAF and send it to Rosemary Netto at Box 88, San Miguel, CA 93451 or Box 570, Paso Robles, CA 93447. These you are, two wonderful opportunities to send some money to either place. Please do so. Your dues are vital to our continued success.

### K.O. Eckland, Member, Artist and Writer

Too few of us know that one of our members, of whom we do not see enough at meetings, is a highly talented aviation artist and writer. If you check out the post cards at Amelia's Restaurant at the airport, you will see that many of them are by K.O. Eckland.

(continued next page).

## The Estrella Squadron Newsletter

is published monthly as an unofficial voluntary contribution. Content and opinion, other than by-line columns, is the sole responsibility of the Editor,  
Bruce MacE. Toomey  
unless otherwise noted.

Submission for inclusion are not only welcomed but solicited, including articles, display and classified ads, etc. Please send all submissions to the Editor (by name) at P.O. Box 3065, Paso Robles, CA 93447.

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

Toomey Racing USA  
3044 Propeller Drive

Paso Robles, CA 93446

(Bruce Toomey has no business connection with or financial interest in Toomey Racing).

Col. Jeff Welles ran across an article (which appears in this Newsletter as an insert) in the June '95 issue of Plane and Pilot magazine. He thought he recognized the author's name, and since your Editor has had the privilege of meeting Mr. Eckland we were both delighted to be able to share this nifty little story with you. Note the date!!

### Lost Winner?

While seeking sites for Air Show signs we contacted Warren Miller of Emery & Associates of Templeton who granted permission for a sign on Rte 46 near Buena Vista.

While talking with Warren he mentioned that he was a past

president of the Navy League and reminded us of the dinner many of us attended a year ago or so in San Luis Obispo.

At the time, a raffle was held for an autographed copy of a book called, "Storm Center" by Captain Will Rogers who was the captain of the "USS Vincennes" when it was in the Persian Gulf and was the ship that shot down the Iranian airliner. It was won, evidently, by a member of the Estrella Squadron. The winner left his or her name and address but during the cleanup after the dinner the slip of paper upon which the name was written was lost.

Warren asked if we could find out who the lucky winner was and we told him we would put it in the Newsletter. If the winner of this volume has any recollection of this event, please contact Warren at 434-1212 and claim your prize!

### Flight Duty Roster

For the month of June:

Golf Flight, under the able direction of Col. Doug Miner (239-1054) will be in charge of the June meeting and the month's activities.

Please coordinate with Col. Kevin Craig with regard to setting up the Hangar for the meeting.

Flight Leader should contact Col. Bob Singleton, Adjutant, (239-2084) for general information with regard to coordination procedures for the monthly meeting.



### Flight of the Month

The honors for the Flight of the Month go to Col. Mike Slason and Foxtrot Flight! On our scoring system, which includes members in uniform, number of guests, members in attendance, new members, etc., Foxtrot Flight scored the highest! Congratulations!

### Monthly Activities

Not that an Air Show isn't activity enough, it was the decision of the Staff at their last meeting that we continue our regular (hopefully) monthly Activity Program by having a have a small get-together toward the end of June in the form of an early pancake breakfast and just sort of cool off from the earlier thrash.

The date of Sunday, June 25 has been set, which will, incidentally, coincide with the Regional Aerobatic competitions held here at Paso Robles.

This would not only provide us with some first class entertainment but we could also ask the pilots and crews from the aerobatic group to join us which might be nice for them and we could also make a little money from it.

So . . . plan on the 25th and just have a quiet, laid back morning with some interesting events put on for no charge other than the breakfast!

Short Newsletter this month. Getting ready for the Air Show!!  
**SEE YOU ALL ON MAY, 30!! BE THERE!!**

**Estrella Squadron Staff**

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

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PIO Col. Blake Wideman  
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 Rosemary Netto 467-3521

**Membership**  
 Obbie Atkinson 238-9212

**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 Manager**  
 Gary Corippo 238-2090  
 238-0888

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 Elmer Belmont 466-1062

**Refreshments**  
 Doug Miner 239-1054

**Activities**  
 Tina Leatherwood 239-7450  
 Don Leedom 238-4313

**Meeting Setup**  
 By Flights (see Kevin Craig)

**Photo**  
 Ralph Grasso 237-2813

**Historian**  
 Dirk Hale 237-0819  
 238-8447

**Museum Director** Open



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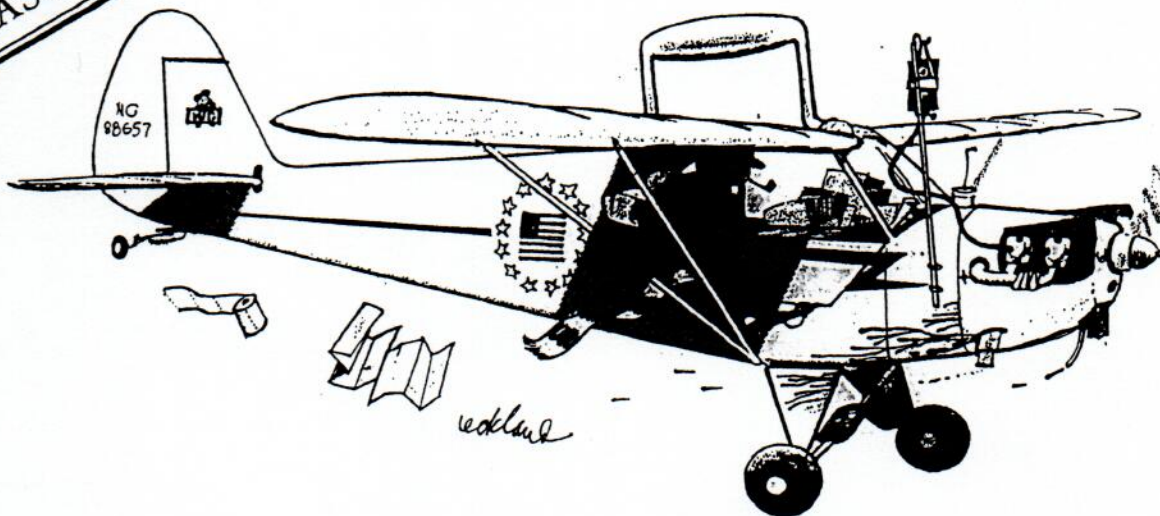


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# The Cub as a Traveling Companion

4



## Pack it Like a Suitcase; Sit on the Sleeping Bag

by K.O. ECKLAND

**A** COMMON, GARDEN-VARIETY Cub can provide an interesting partnership over an extended period of time. One hour in the less-than-capacious cockpit of a Cub is the rough equivalent of two hours in a dentist chair or four hours of watching the Howard Cosell show.

This point became painfully apparent to me as I was approaching Yuma, some six hours into my nationwide flight. The Cub seemed to want to drift off to the right, a symptom which I attributed to a back yard rigging job. I slowly became aware that no given amount of left rudder would keep her going straight—then I realized that all the pressure I was applying to my left foot was only going as far as the kneecap. My foot had gone to sleep!

"Come on foot," I implored, "this is no time to sluff off! We have a nation to conquer and I can hardly be expected to do it on one foot."

By pulling my lower leg with both hands, I managed to get the great slab of stone into a vertical position between the cabin wall and the box occupying the front seat; the blood began to flow about as fast as liquor at a company party. In my mental checklist, I added a cross before "Check Foot Every So

Often." Later on, I was to add such items as "Check Spine Every Two Hours" and "Run Around a Lot During Refueling." This last ploy made for a lot of interesting comments around the gas pump and, even, an occasional direction to the men's room.

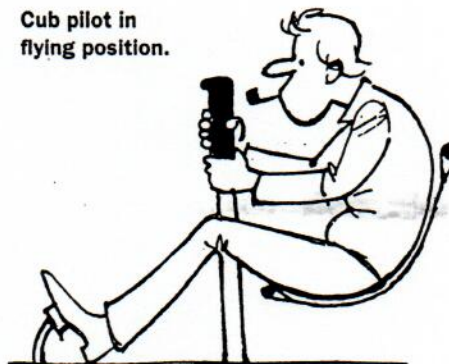
"No, it's not that," I would explain. "I tend to cramp up a bit and have to work the old joints out every now and again."

Not much of a knight-image, you say? You could be right.

In defense, I would like to challenge anyone, short of a professional contortionist, to sit in a Cub for an hour and then leap out and start playing tennis. And, on top of that, not just any old Cub but the Spirit of N76, herself. To begin with, the plane had to be mickey-moused in order to carry the creature comforts I would need to fly for six months as well as to have room for those gewgaws I would doubtless pick up along the way. Of prime importance were my two 35 mm cameras and 100 rolls of film (more would be mailed to me at predetermined stops), emergency food and water, clothing with life-sustaining cold-weather gear, portable VHF-FM-AM radio, tape recorder, tapes, road maps and sectionals, sleeping bag, blanket, personal effects, an ELT that would emit only a pitiful little squeak when shot with a .45, and miscellaneous other items.

For three days prior to departure, I experimented with various stowage positions, assigning stations on a note pad to each item. One day before de

Cub pilot in  
flying position.



parture, I was looking for a DC-6 as a replacement.

The Cub is an uncompromising mistress. She has just so much cubic space to offer and that's it. The rear seats went out and I folded the sleeping bag, doubled many times, to serve as a seat cushion. The blanket and tarp and pillow fit nicely on the front rudder pedals and I double-checked for pedal clearance. The front stick was removed and over the stub went my camera bag, foodstuffs and some clothing. The box that occupied the front seat was stuffed to overflowing. Charts went on the dash where I found I couldn't reach them and they eventually were consigned to under the front seat. Behind me, in the "50-lb. baggage" well, went that and then some—clothing, flight bag, things. Under the rear seat I wedged in shoes, towels, unmentionables and miscellaneous, some of which joggled their ways back to the tail post. I stood back after cramming what I could on



Cub pilot slouching.



Cub pilot at attention.

board and surveyed the assortment of valuables that still were on the ground. These went back home.

Knowing full well that I would never get this great mass airborne, I decided, mainly for the benefit of the well-wishers, to go through the procedures of calling the tower for clearance, taxiing out, aborting the takeoff, taxiing back and going home amidst the tumultuous boos of my supporters. Needless to say, I was astonished to find us airborne after a modest distance and establishing a 10,000-foot-a-minute climb rate. The maps slid off the dash and my foot began to go to sleep. We were on our way.

A word here about seating. Remember the sleeping bag I was sitting on? Soft, downy, sitting on a cloud, right? Wrong. Like sitting on a clod. Lumps, bumps and a zipper whose location I could pinpoint through four layers of kapok. I did more wiggling than a nine-year-old at a PTA meeting.

Then there was the CG. The fuel tank played with the G more than the C could keep up with. I learned to stuff a lot of loose equipment behind me in the baggage area until the gas supply dwindled and then would start metering things forward to keep the Cub on a trim status. The trim handle was merely a placebo. Once in a while, I would forget or become entranced with some local grandeur and find I was flying full stick forward. Usually, I remembered.

Turbulence did interesting things with my load. Once, I caught a Pentax drifting by my head on its way out through the windshield. Or my milk bottle would open and begin redecorating the interior. Turbulence at Fredericksburg, Texas, put my thermos between the cabin wall and the front control stick stub, making for an interesting no-left-stick landing.

Rain is nice. Flying a Cub in the rain is akin to flying at the small end of a funnel. Bill Piper must have had a chuckle or two when he approved the drawings for the doors and wing roots. There was the same effect with cold

winds which would play upon my knees. They were a good test for a sleeping foot. If I could feel the intense pain that foreshadows freezing, my foot was not asleep. Providence works in strange ways. Hint: a Sectional wedged in the crack between the right cabin door and the frame will sort out a good fifty percent of the drafts. Also, Sectionals, wrapped around the legs, will delay freezing by 30 minutes to an hour.

After an hour and a half in the Cub, no amount of cockpit calisthenics will ready you for the Grand Exit. There is some TV footage I would like to see burned, at San Angelo if memory serves me, where I made one of my typical exits while newsmen stood around filming and chuckling. I think I came out head first that time (as well as a few other times), bringing everything that was loose with me. For an encore, I walked around for several minutes like I had on an athletic supporter three sizes too small until I could once again stand up on my hind legs. At the more uncouth airports, I could usually count on a round of applause.

The Cub itself (or herself, if you prefer) had her own set of ground rules that I familiarized as we wended our way. Even with a fully-alert foot, there was that built-in tendency to sneak over to the right. Oil consumption was an Arabian's delight—a steady one-quart-

per-hour for the entire trip, even despite the quantities of additives that were the consistency of tapioca pudding. This was the least of my problems.

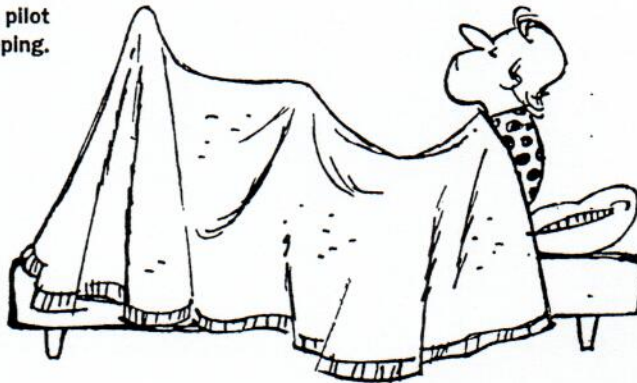
There were the mags and the number one cylinder. Original logs were gone on the Cub and it was anybody's guess as to the total time. One mech told me: "Probably somewhere between 300 and 3000 hours. Best thing is, if it ever quits—overhaul it!" I thought about that comment many times over swamp lands and mountains. I learned to become an expert left mag man from Florida to Pennsylvania, where I finally found someone who spoke Cubese. Some day, when you have a lot of time, I'll tell you about the experts that lurk at every airfield. The number one cylinder finally threw up on takeoff at Easton, Pennsylvania, and by virtue of superior pilotsmanship and a lot of coarse language and dumb luck, we limped into Van Sant airport—where I spent a week waiting out weather and watching Bill Smela work miracles on the Continental.

There it was—wrapped up in two paper log books—over 17,000 miles in a crampy Cub and I loved every moment of it. That's easy to say now, sitting here before a roaring fire (I almost wish I had a fireplace) and doing my contemplation bit. Given the bad mags and the chills and the ridiculous crosswind components and that draft that refused to let me light my pipe and all those other things that were the Cub, that were the Spirit of N76, given them all, I'd do it again. Maybe the Cub and I understood each other.

Traveling companions have a way of learning to put up with each other. We were two souls stuck on an aerial raft for 264 hours and we learned not only to live together but to gain a mutual respect and trust in each other. Only, I can't help wondering if the Cub had as much fun as I did. Maybe, if she could hammer out an article, she'd have a few words to say about Eckland as Flight Director. Maybe it's just as well she can't write.

5

Cub pilot sleeping.



Illustrations by K.O. Eckland

# Museum News

Volume I Number 3

Paso Robles, California

June 1995

## Special Meeting !!!

## READ THIS!!!

There will be a Special Air Show Meeting on Tuesday, May 30 just before the Air Show. This will be a NON-dinner meeting, strictly for last minute Air Show requests for volunteers and work assignments.

This will be highly important for you as individuals and for the success of the Show. It will not last too long if everyone shows up makes an effort to participate.

For those who plan to work the show, you will be able to volunteer and get your work assignments as well as your plastic "Zip Strip"

which will get you into the Show area.

If you do not come to the meeting and if you do not take on some sort of job you will be charged admittance to the Show like everybody else. Work and "Zip Strips" are your passage to the best show ever. Stand Up And Be Counted!!

## Membership News

At the last meeting of the Board of Directors of the Estrella Warbirds Museum, it was unanimously agreed that the Museum By-laws be amended so that every current member of the Estrella Squadron of the Confederate Air Force, colonels and sponser members alike, whose dues are current and paid up between May 1, 1995 and June 30, 1995, will be approved as Charter Members of the Estrella Warbirds Museum.

These Charter Members will all be voting members of the Museum.

After June 30, 1995, individuals wishing to join the Museum and/or the Squadron, will have several options open to them:

1. One can join the Confederate Air Force as a colonel for \$160.00 per year with full voting privileges as regards Confederate Air Force matters and will be entitled to be a Squadron member with voting privileges for an additional \$35.00 annually. This membership will also entitle the Colonel to be a voting member of the Museum.
2. One can join the Squadron as a sponsor member (which is a non-voting membership), for \$35.00 annually, however, this will automatically make one a regular member of the Museum with full voting privideges with regard to Museum affair.
3. One can join the Museum alone as a regular voting member of the Museum member for \$25.00 annually.

It is to be hoped that the above changes will promote a feeling of cooperation and mutual interests between the two entities, the Museum and the Squadron, even though it is necessary to have strict separation between the two from a financial and liability standpoint to satisfy the CAF HQ.

## Groundbreaking Ceremony

The Groundbreaking Ceremony on May 11 was a success in spite of a scarcity of Squadron members attending as well as City Officials. Steve Martin was the only member of the City Council in attendance but more than made up for the lack of other members by delivering a short but very positive speech which was well received.

All in all the brief event went well but it was too bad that more members could not have been present.

## Building Project Update

(Reeaaly Big News from the New Site!! Ed.)

By:  
Col. Gary M Corippo, Project Manager

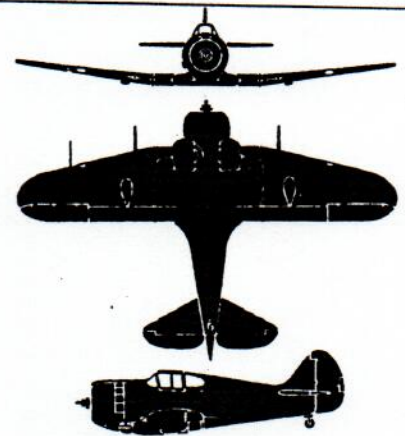
Greetings from the construction trailer!! As we are getting ready for the Air Show, progress is being made at the new site! All of the grades and design have been drawn and set by ED KING of EMK, Paso Robles (238-5427), the ground prepared by PETE AND JOHN SANCHEZ from A&J SANCHEZ CO. Paso Robles, (238-7550) and the concrete work is being done by DICK GORHAM of RICHARD GORHAM CONSTRUCTION, Paso Robles (239-1216)

As you are reading this letter the concrete foundation will have been poured and the sand placed inside of it so that the steel rebar, wire mesh, plumbing and anchor bolts can be placed. With a little luck the slab will be poured by the first week of June. Thanks to Blake Wideman, PG&E electricity is in and ready for hookup.

For you ladies, this will inform you that we will have indoor plumbing in the new building (toilets, basins, mirrors, etc. so you will have your "VERY OWN LADIES ROOM!!!"

THIS IS A TIME TO THINK ABOUT HOW FAR WE HAVE COME AND BECOME MORE INVOLVED. WE NEED IDEAS AND INPUT FROM ALL OF YOU!!

Col. Gary M. Corippo



## Who Am I ???

Call Bruce at (805) 238-9516 or (805) 238-9266

# Calendar of Events

8

## May

- 26-28 Watsonville, CA Antique Fly-in & Air Show
- 31 Colorado Springs, CO USAF Academy Open House

## June

- 2-3 Merced, CA West Coast Antique Fly-in & Air Show
- 4 Paso Robles, CA Estrella Warbird Museum Air Show B-29 FiFi, etc.
- 6-11 San Diego, CA Wings of Victory B29 FiFi, etc.
- 9-11 Porterville, CA Moonlight Fly-in
- 11 Sacramento, CA Sac Exec Airport Air Fair & Fly-Swap
- 17-18 Camarillo, CA CAF Fly-in

## July

- 1-2 Redding, CA Air Show & Blue Angels
- 8-9 Sacramento, CA Air Show
- 15 Vacaville, CA Nut Tree Antique, Warbird & Homebuilt Fly-in
- 14-16 Portland, OR Rose Festival & Blue Angels @ Hillsboro
- 22 Susanville, CA Air Show
- 27 OSHKOSH, WI, Greatest Show On Earth Runs thru - Aug 2
- 29-30 Truckee, CA Truckee-Tahoe Air Show

## August

- 11-13 Santa Maria, CA P-51 Roundup and Warbird Fly-in
- .....**MORE TO FOLLOW**



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