

CONFEDERATE AIR FORCE NEWS

Estrella Squadron



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

Volume VI Number 7

Paso Robles, California

July 1995

July Meeting

SPECIAL NOTICE!!!

The July Meeting will be held on Tuesday, July 11, 1995 since the regular meeting day falls on July 4th this year.

Social Hour will commence at 6:00pm as usual with Dinner at 7:00pm.

We will be having barbecued chicken so it will be well worth attending if just for one of our great BBQs alone!

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

Our speaker for the evening will be Col. Steve Barber who is the Commanding Officer of the CAF Southern California Wing operating out of Camarillo. He is also the pilot of the CAF Bearcat assigned to the Camarillo Wing. The Wing just held their annual Airshow, (apparently in conjunction with the local EAA Chapter) so it will be most interesting to hear from Col. Barber and possibly compare notes with regard to our two air shows and also as to how their combined effort worked out, especially with

regard to working with CAF HQ, etc.

We have been told that Col. Barber will bring the Bearcat to the meeting and we will park it right out front of the hangar doors so everyone can sit there and drool!!

CO's Column

by Col. Jeff Welles

Where do you start to recap the Estrella Warbirds Museum Airshow '95?

Well, first off, let's get the word out that we made money this year! Rosemary doesn't have the final figures in (straggling invoices and receipts come dribbling in), but it looks as though we made about \$10,000, or slightly less, this year.

I was convinced that we had the makings of a well-run show when we had the great turnout of CAF volunteers that attended the last Museum planning meeting the Thursday night before the Sunday show. Without your effort this airshow would not have been the success it was. Thank you.

I believe that the foundation for this year's success is partially traceable to the decisions the Museum Board of Directors made following last year's airshow. The conclusion was reached last year that the airshow is just too large an effort to have one chairman coordinating all aspects of the show. As a result, the responsibilities for the management of the show were broken down into major areas, each with a committee head to run that particular segment. The major areas/chairmen this year were: Operations Coordinator, Glen Thomson; Advertising and Promotion, Blake Wideman; Ramp Coordinator, Keith Bowers; , and Administrative Coordinator, Hal Chilton. Ashley Lightfoot ably acted as Airshow Chairman, assisted by Pasquale Mastantuono. The long hours of planning, coordination, supervision and just plain "hard work" really paid off. You did a great job!

One of the goals of this year's airshow was to prove to ourselves that we could, again, like we had in previous years, make money at this effort. Only this year, we approached it a little differently than in previous years. We assumed that we would NOT be able to attract more attendees than we had in previous years. Based on the assumption that our attendance was

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Submissions 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.

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3044 Propeller Drive
Paso Robles, CA 93446

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

suffice it to say that we have the formula for success!

The thanks must go to each one of you who gave of your time and efforts to make this show work!

Squadron Dues

Our Financial Officer, Col. Rosemary Netto, has informed us that there are still 30 to 40 members who have not paid their Squadron dues. C'mon guys and gals, just make out your check for \$35.00 and send it in to CAF, P.O. Box 570, Paso Robles, CA 93447.

We go through this every year and Rosemary sends out reminders two or three times after each May 30th, which costs us money and should be totally unnecessary. If you are no longer interested in being a member, please let us know so we can drop you from the list. If you wish to remain a member in good standing, please send in a check. There are many good things in the offing so be a part of it and do your part.

VCR Needed

The Squadron is in need of a donated VCR whether working or not. There is someone in town who repairs VCRs for a fairly reasonable fee so if you have an extra one or one that needs some TLC please bring it to the next meeting or let your Editor know and it can be picked up.

Col. Obbie has been lugging his VCR down here for every meeting, when necessary, which means unplugging it at home and plugging it in here and then doing the same thing over again after the meeting. This, plus the fact that his is a fairly expensive one and the constant

moving and manhandling here at the hangar isn't doing it any good, is ample reason for asking for a donated machine.

So... look in your garage or in your closet, folks, and see if you can help us out.

Flight Duty Roster

For the month of July:

Hotel Flight, under the able direction of Col. Dirk Hale (237-0819) will be in charge of the July 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, or Col. Bruce Toomey (239-9266/9516) if Col. Singleton is unavailable.

PX Security

It has been decided that we should neatly screen or box off the PX storage area in the Hangar with some sort of fence like small mesh chicken wire. This will serve several purposes; (1) it will enable those flying the L-Birds to leave the main doors open while flying instead of having to open and then close them and then doing the same over again each time after flying. Those who have handled these doors alone will need no further explanation; (2) we need the security for our PA system and (3) we need the general security with regard to the PX inventory as well as the "newly to be donated VCR" and other equipment.

In the past, those taking the L-Birds in and out were asked to close the doors after getting the planes out

relatively fixed, we budgeted all revenues and expenses on this attendance estimate. As a result, we hoped that this strict budgeting would insure that we would make money. The resolution was also adopted that no one could authorize the spending of funds without the approval of the airshow committee. I think that as a result of these two tenets, the event was more capably managed than any airshow I've been associated with before.

All of this is not to say that we didn't learn more this year about how to successfully stage what is becoming one of Paso Robles' premier tourist attractions and talked-about annual celebrations. We identified several areas at the "post mortem" meeting, which follows the airshow each year, that we can continue to capitalize on, or which need to be addressed. But,

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

Staff Appointments

PIO Col. Blake Wideman
 PX Officer Willa Killion

and this is one giant pain. So, the fence sounds like a pretty good idea.

L-Bird Membership For Sale

Speaking of L-Birds, we have been informed that there is an L-16 membership for sale. This does not happen every day so it would behoove anyone interested to inquire of Don Leedom as to particulars.

These memberships are truly a good deal. There is no organization that has lower rates for aircraft rental than those offered by this group. There are several members who have achieved their private pilot rating or who have completed long overdue BFRs utilizing the L-16, so if you have been hesitating to get back in the air for whatever reason, give this opportunity some real thought

(The following is a little item of the type we like to print, sent in by Col. Jeff Welles)

Your Flag

Hello, Remember me? Some people call me Old Glory, others call me the Star Spangled Banner, but whatever they call me, I am your flag, the flag of the United States of America.

Something has been bothering me, so I thought I might talk it over with you, because it is about you and me.

I remember some time ago, people would line up on both sides of the street to watch the parade and, naturally, I was leading every one, proudly waving in the breeze.

When your daddy saw me coming, he immediately removed his hat and placed it against his left shoulder so that his hand was directly over his heart— remember?

And you, I remember, were standing there, straight as a soldier. You didn't have a hat, but you were giving the right salute. Remember your little sister? Not to be outdone, she was saluting the same as you with her right hand over her heart --remember?

What happened? I'm still the same old flag. Oh, I've added a few more stars since you were a boy, and a lot more blood has been shed since those parades of long ago.

But now, somehow, I don't feel as proud as I used to feel. When I come down your street you just stand there with your hands in your pockets. You may give me a small glance, and then you look away. I see children running around you, shouting. They don't seem to know who I am.

I saw one man take his hat off, then he looked around, and when he didn't see anybody else take off his hat, he quickly put his on again.

Is it a sin to be patriotic today? Have you forgotten what I stand for and where I have been? Anzio, Guadalcanal, Korea and Vietnam!

Take a look at the memorial honor roles and see the names of those patriotic Americans who gave their lives to keep this republic free.

When you salute me you are actually saluting them.

Well, it won't be long before I'll be coming down your street again. So, when you see me, please stand straight and place your hand over your heart and I'll know that you remembered. I'll salute you by waving back!!



Membership News

Col. Obbie Atkinson, our Membership Committee Chairman has been doing his usual superb job of recruiting.

We are pleased to announce the addition of a number of new members as follows:

Alpha Flight

Craig Fossey

Kilo Flight

Grant McHenry

Arnold Hermanson

Lawrence Campo

Lima Flight

Glenn Sawyer

Don Reid

Clint Alford

November Flight

Mike Smith

Member Jim Wood has also been upgraded to full Colonel.

We are also pleased to introduce a new member and full Colonel, Nick Roberts, assigned to Charlie Flight

Congratulations to all of you and we are most pleased to have you on board.

Flight Leaders please take note of the above assignments and contact your new members.

June 24 Breakfast

Our morning "get-together" on the 24th was evidently a success, thanks

Committee Chairs

Program	
George Marrett	466-7640
Dinners	
Bob Miller	434-1594
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
Insurance	
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

to Don Leedom who organized the event and to Gary Morrison and Mike Wing, our always dependable chefs. Your Editor was in Connecticut but was informed that the gathering was a fine example of the sort of laid back, low key activity that can make our organization more of a relaxed fun thing rather than just constant work. It is to be hoped that many more monthly activities can be scheduled,

some of which can also be utilized to make some money while still being fairly relaxed.

The Staff and Activities Committee would welcome any and all suggestions.

"Warbird Scene"

By: Col. Tom Leatherwood

Warbird people seem to spend a lot of time reminiscing about the days when you could buy a T-6 for 1500 bucks or a Mustang for 2500. "If we'd only known where it all was going to lead". Indeed! Warbird prices continue to soar, even in the face of a lousy economy and climbing fuel costs. It's a matter of priorities. Guys who 20 years ago would have been spending their money on cars, boats and swimming pools are realizing the "impossible dream". Owning a World War II aircraft. Which, in spite of the accident rates, are increasing in numbers as more aircraft are being resurrected through restorations of newly discovered wrecks or built up from components of many separate aircraft or, unheard of just a few years ago, built up from scratch. For example, the Yak factory in Russia is scratch producing The "Yak 3". This is a fighter built during WW II that was comparable, performance wise to the Mustang. These "new" aircraft are Allison powered and available for sale, in Mojave California. If vintage Jets are your thing how about a brand new Messerschmit 262 "Taifun", powered by Lear Jet engines! No problem, they're building some in Texas. If you've got the dough, you could have just about any airplane ever built in your hangar. Of course the controversy rages on about the risks in flying rare or one

only types versus "saving" them in Museums. Personally I think Museums are fine things and a great way to preserve our heritage and display it. But even that's no guarantee of preservation. Some of our rarest and most valuable aircraft have been lost in museums through fires or hurricanes. Besides, there's something sad about a museum airplane that will never fly again. Like seeing a stuffed Eagle in a natural history museum. Its just a "dead" thing. No life, no emotion. An automobile in a museum doesn't conjure up the same emotion as an aircraft. Maybe because it's still in (or on) it's element. An aircraft's element is the sky. Maybe the skies lure is its intangible-ness (new word?) You can't see it or touch it yet an aircraft can use it to loop and soar almost mysteriously. I think that even to people who thoroughly understand the principles of flight there is still a mystery and a fascination to it that keeps them enthralled their entire lives. I believe that few people who embrace aviation as a vocation ever abandon it for another occupation. What could compare?

Getting back to my topic. Warbirds, Warbirds and more Warbirds. We recently purchased what only four years ago was a virtually non-existent W.W.II fighter. The Commonwealth Boomerang. CA-13. (Bruce profiled it in the last issue). This particular example was built up along with another one from parts obtained in Australia by Dennis Sanders of Chino. It is about 20% original while the other one is about 80% original. The problem with reconstructing these aircraft was the fact that only "steel" parts survived the scrapping out after the war and most of these parts were rusted beyond use. So the "Boomer" is virtually a scratch built airplane. The performance is very close to the Curtiss P-40. The P-40 being a little

faster in level flight due to the streamlining effects of the inline engine.

This little fighter is powered by the twin-row Pratt & Whitney Wasp R1830-94 engine developing 1375 HP. And will beat a Mustang from a standing start to 10,000 feet. With it's 2 stage blower it has a service ceiling of 34,000 feet. At 4600 pounds empty, its power to weight ratio will allow it to perform a loop directly from take-off.

In wartime it was equipped with 2 20MM cannon and four Browning .303 MG. Only about 300 were built and were utilized mainly in the ground support role. Bill Kitchen was stationed on Espritos Santos island at one point and remembers a squadron of Boomerangs based there flown by New Zealand pilots. They were apparently highly thought of by the Americans. The 2nd Boomer was returned to Australia where it is a regular and popular airshow performer. We also have word that ~~there may be as~~ many as 3 additional aircraft being built "down under".

Locally there is a lot happening at PRB. 5 major construction projects are underway. Three of which are warbird related. Chuck Wentworth has started grading for his project which will house their TBM as well as the Corsair which is now ready for flight. I believe that all of this new activity plus our airshow is really going to put Paso Robles on the map as a major Warbird center. I know that there are couple of Chino guys who are eyeballing PRB as a possible site for their activities.

Here's the most recent "Warbird in the bush" story making the rounds. It seem some enterprising Australians have followed up on a rumor about P-51's, in cosmoline, in crates, that were dumped overboard, near the shore, in Australia, after W.W.II.

Furthermore, one of the aircraft has been recovered in a remarkable state of preservation and is being restored, while Australian naval vessels protect the sight from looters until a full recovery can be made.

Sorry but I've heard too many stories like this to place any credence in it. First of all, Mustangs weren't scrapped out like all the other types. In fact they continued to serve in guard units well into the fifties. Although in Australia they may have been considered excess baggage as they had absolutely no use for these fighters. Amazingly few Warbirds have been recovered from Down under since the war. The last Mustangs from Australia were recovered from an atomic bomb site where they had been placed to study the effects of radiation on airframes. Finally labeled as "safe" from radioactivity, 25 years later, they were prepared and flown out. In the early seventies I believe. Additionally I doubt if even cosmoline (nasty stuff) could ~~have protected~~ the airframes from the ravages of salt water for 50 years. Makes for a fascinating topic though.

"The Wreckord

There's no getting around it. Airplanes go up. Airplanes come down. And not always voluntarily. I know of 2 T-6 accidents. One in Texas and one in Florida. Both fatal and at least one due to low level maneuvering. Much to close to home, a good friend of Paso Robles, Bill Davis was killed in the crash of his Ryan PT-22. The Fairchild group is having a memorial fly-in here in July, in Bills honor. Maybe a pancake breakfast is in order.

Many of you saw, and heard, "FIFI", the CAF's B-29, during our airshow, the only flyable B-29 in the world. Well it nearly became the only "other" flyable B-29 in the world as Daryll Greenamyer and

crew sat at the controls of the B-29 they had resurrected in the wilds of Greenland, thundering down the frozen lake they were using as a runway, when, as they passed 60 knots someone shouted "FIRE" over the intercom, whereupon they aborted the take-off and as the aircraft came to a stop started to abandon ship when Daryll found his harness jammed and had to be cut out of it, barely escaping as the aircraft became enveloped in flames.

This B-29 had a little over 100 hours on it and had been nearly perfectly preserved by the cold climate. It had also retained its entire military configuration including guns, so its loss is particularly tragic. Not to mention 3 years of heartbreaking labor under impossible conditions and the death (by natural causes) of their chief mechanic.

Matt Jackson was in the cockpit that day and told me that just before they started, Daryll said to him that when this was over people were either going to refer to them as "heroes" or as "A**holes!" Later as they stood by the side of that frozen lake watching their dream go up in smoke they turned to each other simultaneously and said "YOU A**HOLE!!!"

The reason for the fire was apparently the APU (aux power unit) in the tail section catching fire.

FAA Pilot Certification:

I thought it might interest some of you to understand how to get certified in one of these types of aircraft. First of all you need lots of high performance time. Retractable and 200 HP or more. Then you need bunches of tail wheel time. Preferably in the back seat of a T-6 and recently as well. (The CAF says if you can fly the T-6 well from the back you can fly anything.) Then you need a CFI to sign you off to fly the particular type your applying for. Take all this to your local FSDO

office and maybe. **MAYBE**, he'll grant you a temporary LOA (letter of Authority) to practice in the airplane. Likely restricting you to a 30 mile radius of your home field. Then when you feel your ready you call the examiner and (when he has the time) he'll come to your field, give you an oral exam on the aircraft, then watch you pre-flight and fly the airplane around the airport doing touch and goes, no flap landings and go-arounds, to his satisfaction. The FAA has recently started to really bear down on the issuance of these letters and, in fact, have designated one agent in each office to carry out this policy. What's **REALLY** interesting is that the agent who came down here from San Jose for this purpose, while a nice guy, had been lead to believe that the T-6 was a docile, easy to fly airplane!!!!Whoa!!!Scary stuff. I believe we set him straight on that one.

Following this you have to convince your insurance company (very few will insure these AC) that you're the best "stick" to ever come down the airway, give them a blank check, and then maybe they will insure you. There doesn't seem to be any set of rules or regulations governing insurance of this type. It's all on the basis of the assessment of the individual applying. And how "glib" a talker your agent is. Hint: wear a long white silk scarf when you apply!.....ADIOS!

Atascadero July 4 Fete Also Big Boost For CAF/EWM

Our friends at KIQO, Pure Gold 104FM, are sponsoring an Old Fashioned July 4th at the Lake in Atascadero.. They arranged for a Beer Truck and asked us if we would like to take on the sales of beer and reap the profits!!

Would we ever!!

This is a truly generous and great opportunity since beer sales are a real money maker. The picnic is from 10:00am to 6:00pm and we will need to rotate a number of people to sell tickets. The CAF will also have its PX there so both the Museum and the CAF will profit.

This is a nice shady job so please contact Rosemary to offer your services for one or more shifts.

This whole affair is truly an old fashioned, family oriented July 4 with the old Souza-type music, games, food booths etc. So try to be there for yourselves as well as the two organizations.

Explorers Plane Wash

On Saturday morning, July 1~~4~~, about 9:00am, our Explorers will conduct a plane wash at the Hangar to raise money. Bring that bug smeared old air thrasher over and get it cleaned up and help out some deserving kids as well!!

Estrella Warbirds Museum, Inc.

Museum News

Volume I Number 5

Paso Robles, California

July 1995

Great Air Show !!!

From any perspective, our own 1995 Air Show was a resounding success! We made some money. we had great weather, we had some terrific acts, some great airplanes and the appearance of "FIFI" accompanied by the cargo version of the B-24, was a decided plus.

Many people contributed a lot of time and effort from February on, to put this together and it was especially gratifying to see quite a few, more or less "new"

volunteers out there, for days on end, helping in all sorts of ways.

The young people from our Explorer group were also very much in evidence and speaking from the standpoint of the setup crew, they were a great help.

(These young people are a most welcome addition to our group and the Explorer program deserves the support of everyone)

Again this year, as in years past, this has been a learning experience and we constantly gain new insights as to what

we should and shouldn't do with regard to the whole air show picture.

Many people deserve our sincere thanks as a group and while it is difficult to single out individuals, Col. Blake Wideman is to be especially commended for his most effective efforts with the show publicity and sponsor work.

All in all, a "Well Done" for the group as a whole!

Cont'd next page

Saturday Night 40's Dinner Dance

When it was suggested that we have a "gala event" dinner dance the Saturday night before the airshow, we thought that we might be able to get as many as 150 or 200 people to attend.

Later, as expectations grew, we thought that number might hit 350 or even 400.

But when the evening of June 3rd came around and 500 people showed up (did they all come just to hear Ashley sing?), we realized that we had hit upon a formula that was a winner!

Now we know that next year we can sell-out the event and that we can plan for say, 500 people or so, and know that we can gear up to serve that many dinners.



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Everyone had a wonderful time and the music was great!

(As a side note, which most of you are not aware of, when we were planning the Gala Dinner Dance, we had budgeted the cost of beer and wine as an expense of the event. Pasquale Mastantuono told us that he would furnish the wine from his well-respected winery, at cost. We appreciated this gesture very much. Also, consider that Pasquale sells out his production every year and you realize just how much of a generous offer this was!

But the topper is that when we asked Pasquale how much we owed him he DONATED ALL OF THE WINE TO THE GROUP AT NO COST AT ALL!!!

Hat's off to a very, very generous member and a great supporter of our group!!



Paso Robles Ca.

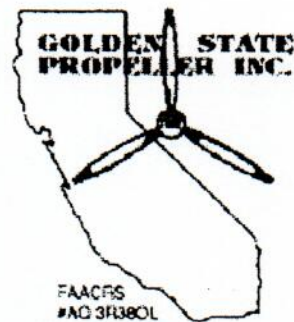
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Calendar of Events

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

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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