

# CONFEDERATE AIR FORCE NEWS

## *Estrella Squadron*



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

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Volume VII Number 4

Paso Robles, California

April 1996

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### April Meeting

The April Meeting will be held on Tuesday, April 2, 1996 at the Hangar. Social Hour will commence at 6:00pm and Dinner at 7:00pm.

Col. Bob Miller and crew has indicated that we will probably have a barbecue since the weather is warming up a bit, either chicken or beef and at this point it looks like beef. They are going to have to go some if they're going to improve on the great meals we have been having this winter!!

Our speaker for the evening will be Rod Dykhouse, who is a Fire Captain for the City of Long Beach and who commutes to his job from Templeton in an RV4 that he built himself! Rod is also a Flight Instructor.

Rod enlisted in the Army in 1969 specifically to go to helicopter school. He trained in Bell 47's at Fort Wolters, Texas and from

there went to Fort Rucker, Alabama for instrument and tactical training and transition into the Bell UH-1, "Huey". With a class standing of 11 out of 141 he was given his choice of assignment, either maintenance school, transition to other aircraft or gun school. He chose the latter and, as he said, "I loved it!"

After graduation he volunteered for Vietnam and wound up flying for the 61st Assault Helicopter Company located about 7 clicks west of Qui Nhon which was in II Corps. Rod flew every type of mission imaginable, resupply, medical evacuation, night flare missions, psychological operations, combat assaults, Command and Control and lots of his favorites which were Ranger missions. He used to insert and extract Rangers in places that the late President Nixon denied they were in! He flew a little over 1,000 hours of combat missions.

Rod was awarded the Distinguished Flying Cross, Air Medal with Valor device and the Bronze Star along with the usual service and campaign ribbons.

Rod's current ratings and hours are: ATP multi engine land, commercial airplane single engine land and helicopter, instrument helicopter, CFI, ASEL, AMEL, instrument airplane, Type Rating CE500 and a little over 5600 hours total.

This should be a very interesting evening and everyone is urged to attend!

### Air Show

## June 23, 1996!!

### T33 Project

On Saturday the 16, as a result of a well organized effort by Col. Blake Wideman, 14 hardy souls assembled at the Hangar in the early morning and proceeded to drive to the Madera



## 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, Col. 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.

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3019 Propeller Drive  
Paso Robles, CA 93446

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

Airport. Parked close to the CAP building was the T33 that we have been negotiating to bring over to our own site since no one in Madera seems to want it any more!

Immediately upon arrival, our crew swarmed over the aircraft like a bunch of bees, tools in hand, unscrewing fairings and bolts and by mid afternoon the entire tail section and part of the fuselage had been removed and secured on a trailer which was loaned to us by Bob Miller. The area was pretty wet so many of the faithful lay on mattresses or blankets and worked on the bottom part of the aircraft

wrestling with thoroughly corroded phillips head screws and bolts. A lot of hard work!

At this point the wing bolts have been uncovered and all that remains is for them to be removed and the wings placed on a vehicle along with the fuselage. Still plenty of work but one more day will probably do it.

The tail section would have been brought back on that same day but the load was so wide that it was determined that we would have to get a wide load permit from the CHP for before we ventured onto the highway. Unfortunately that little item had been overlooked so the actual delivery will be delayed for a short time.

The aircraft itself looks great from an appearance standpoint and a good coat of paint and proper markings will turn it into a dandy gate guard. Its not a big aircraft so it should be just right for the area between the new hangar and the entrance.

A good job well done! We're looking forward to having it on site soon.

## Membership News

We are very pleased to welcome several new members.

Col. Gary D. Shepard (our last February speaker)

Richard D. Mattson

Tim Bauerle

Ron Mullison (our January speaker and A-6 pilot)

and we welcome back our friend, Joe Nutile.

Please welcome these new members and make them feel at home.

## Annual Awards

At the March meeting, slightly belated but, nevertheless, heartfelt thanks were accorded to several of our members.

Colonel of the Year:

Col. Wayne King,

Commanding Officer's Choice:

Col. Glen Thomson,

Top Gun:

Col. Dewey & Willa Killion,

Grunt of the Year:

Col. Doug Miner.

Col. Wayne King was instrumental in procuring the A-6 Intruder as well as obtaining the F-4 Phantom forward section with cockpit which will be used, primarily, as a photo op setup to bring some much needed revenue into the group coffers. This involved a tremendous amount of work and personal contact with Navy brass and Col. King never gave up in spite of some heavy odds.

Col. Glen Thomson, as a founder of the Squadron, has been nothing less than the backbone of the whole organization and his imprint is probably on every square inch of the new hangar



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. Keith Bowers  
 Safety Col. Bruce Toomey

Staff Appointments

At Large Col. John Himes  
 PIO Col. Blake Wideman  
 PX Officer Willa Killion  
 Aircraft Restoration Projects  
 Col. Al Schade  
 Historian Col. John Davis  
 Activities Craig Fossey



CAF Hangar Phone 238-9317

and site. Without his dedication and sheer effort our Hangar would still be a pile of metal sitting on the ground.

Col. Dewey and Willa Killion have contributed singly and together in so many ways that it is nearly impossible to count. Of particular importance has been their handling of the PX which has been a constant source of income for the Squadron as well as Dewey's constant help with the new hangar and site.

Col. Doug Miner quietly keeps us supplied with beverages in the machines, handles the sale of spirits and runs a Flight group at the same time. In addition, as the member in charge of the beer concession at the Air Show, he is responsible for a major part of the income derived from that event. All this plus sensible and forthright input at the various Staff, Airshow and Museum

meetings make him a most valuable member.

Our heartiest congratulations to each of these deserving members!

Dues Due May 1.

Yes dear friends, that time of the year is upon us again to dig in and supply the Squadron with the major funding we obtain during the year.

You will note when you read the minutes of the March Staff meeting that dues have been raised.

In view of the fact there has never been an increase in dues since our inception in 1989, it was moved that Squadron dues be raised to \$40. annually. We have constantly escalating expenses, as does any other group, and we have more and more projects that require funding. It was felt that this slight increase would simply help without being too onerous.

There was also some discussion of a possible "Sustaining Member" approach to fund raising so that an individual who could not give of his time or efforts could still contribute significantly by paying, perhaps double the annual fee and be so recognized.

This is done constantly in other organizations and it would certainly be of great value in our situation where there are many who cannot give of their time.

There will be more on this later but we would like you to consider this as a very valuable fund raiser.

CAF Staff Meeting Report

(condensed and paraphrased)

Confederate Air Force, Estrella Squadron Staff Meeting, March 20, 1996.

Attending: Cols. Jeff Welles, Bruce Toomey, Rosemary Netto, Glen Thomson, Blake Wideman, John Himes, Ted Watt and Bob Singleton.

Treasurers Report

The Treasurers Report was read and accepted and will be posted at the Hangar.

Old Business

Aircraft Restoration: Glen Thomson reported that the CAF Stearman at the Lone Star Wing may be available if the Wing gives it up. If so it will be returned to Midland and bids will be solicited from all the Wings and Squadrons interested. This will take time.

Blake Wideman reports that Al Schade had determined that the Cherokee, donated by Mark Dart, is not economically restorable. Mark will provide us with a bill of sale transferring it to the Squadron and the Squadron will transfer it to the



Committee ChairsProgram

George Marrett 466-7640

Dinners

Bob Miller 434-1594

434-1888

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

Craig Fossey 461-0367

Meeting Setup

By Flights (see Kevin Craig)

Photo

Ralph Grasso 237-2813

Historian

John Davis 544-6582

781-5157

x-4008

Explorer program for use as a training tool.

Member Profile: Ted Watt submitted a revised outline of the member profile and asked for comments. It was determined that the profile be sent to each member when completed and that the member be asked for updates or corrections.

Old Trucks at Old Hangar Site:

Gary Morrison has offered to store the old trucks at his place if they can be trucked over. Jeff to ask if Gary Corippo can give a hand.

Squadron Liability Insurance

Rosemary Netto provided information on the policy provided by the CAF which basically covers Squadrons and Wings for up to 5 million Combined Single Limit. Bruce Toomey to consult with Dave or Elmer Belmont to develop information relative to Paso Robles coverages.

Activities Chairman Report

Blake Wideman reported for Craig Fossey, Activities Chairman. Craig is working with Pete Johnston to use part of his facility for a Flea Market as a Squadron Fund Raiser. This will be open to the public.

Glen suggested that we have a "fun day" or evening on the "Tiger's Folly" on Morro Bay.

Craig to submit and maintain a Calendar of Events for the newsletter regarding special activities plus info on other events, i.e. air shows, parades, etc. Anyone with information should get in touch with Craig.

New Business:Executive Officer:

Col. Hal Chilton has submitted a letter of resignation as XO citing heavy personal and business

commitments but he will maintain his membership in the organization. Hal recommended that Col. Blake Wideman be appointed to the position and it was approved that Blake be appointed as interim XO for the remainder of the 1996 term. Elections for all Staff members will be held in September.

Col. Chilton's resignation was very reluctantly accepted as he has been a major contributor in many ways on our Staff and in the organization as a whole. We are most pleased that he will still remain as a member.

CAF Footlocker Program:

The Footlocker Program is a successful device for bringing information regarding conditions on the home front during W.W.II to young people on the school level. It is in contrast to information regarding the strictly military aspect of the War which is readily available.

This program is being coordinated by Blake Wideman and he would like to have volunteers speak with him in this regard. Evidently the program is quite successful both with the teacher levels as well as the children.

The Use of Flight Leaders as Work Party Recruiters:

There was considerable discussion regarding the amount of work being done at the site by so few people and the possibility of further recruitment. Those few



who show up or who are constantly asked to help are getting more than a bit ground down by carrying the entire load. Obviously, in spite of the fact that there are many members who are retired, there are many others who are still employed and not available during week days. They also have family or other weekend projects as well. Still, it is believed that out of 143 individuals there are at least a FEW more who could be prodded into helping.

It was acknowledged, however, that asking the Flight Leaders to constantly be calling their group to help soon becomes a very unwelcome chore on both sides of the fence. Certain specific tasks that can be planned for well in advance pose much less of a problem and, generally, these requests have been met with fair success.

Just showing up and hanging out isn't the answer either because there is a difficulty in knowing just what has to be accomplished at a certain time and utilizing what specific skills etc. and whoever is leading the group has to play it by ear every day.

It was suggested that Bruce Toomey and Glen Thomson try to establish a more meaningful schedule that could appear in the newsletter and could also be posted. It was also felt that the profile being prepared by Ted Watt would be of assistance because we wouldn't bother

people who cannot or would not be available to help but would be able to concentrate on those who could. Flight Leaders will be able to help in developing some of this information.

Every effort will be made to try to enlist as many members as possible to just give a few hours a week.

Squadron Dues: It was moved that the Squadron dues be increased to \$40. annually in view of our increased costs and the number of projects that need funding.

...Meeting Adjourned: 2130.

### Flight Duty Roster

For the month of April, Echo Flight, under the able leadership of Col. Bill Exline, will be in charge of the monthly meeting and the month's activities.

The Flight Leader should coordinate with Col. Kevin Craig (238-4643) with regard to setting up the Hangar for the meeting and should also contact Col. Bob Singleton, Adjutant, (239-2084) for general information with regard to coordination procedures for the meeting.

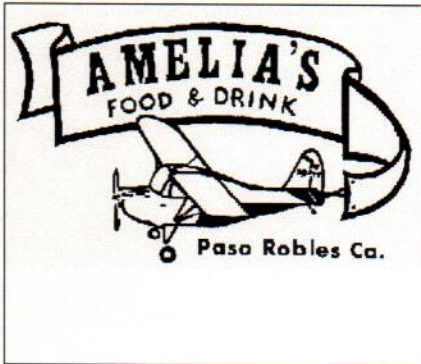
## More On Work At The Site

This is, again, a plea for more people to work at the site. Glen and those few who do show up are just about worn out. Everyone realizes that we all have things to do and that it's hard to plan time for a project such as this but we have heard from many of you that you could do more if things were better organized or if you could be sure someone would be there when you decide to come out.

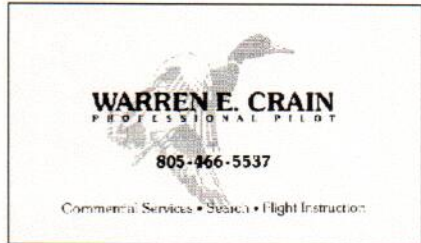
The main suggestion, for the moment, at least, is that if you do know you are going to have some time, please give Glen a call at his home the night before and ask him what you can do.

Remember, there should be someone there every Tuesday, Thursday and Saturday so try to plan around those days and give Glen a call if you can show up. You'll be glad you did and we will all be grateful.





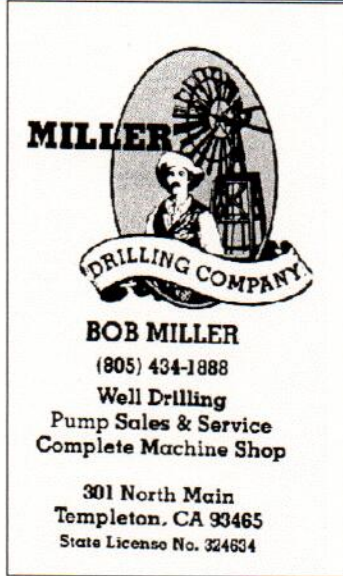
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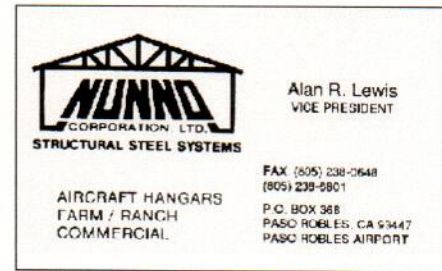
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To:



# ESTRELLA WAR BIRDS MUSEUM AND AVIATION RESEARCH CENTER

## FLIGHT PATH

Number 1, April 1996 • Painstakingly assembled by K O Eckland, editor/curator/janitor

### A Spreading of Wings

Hey, kids, guess what? We've got a museum! Sort of...

What once was an ambitious dream on the part of a group of local fly-boys and aviation buffs took a giant leap when we moved our stuff into the new hangar.

That first stage of our Museum was constructed for the most part by some dozen volunteers in about three months, surely a record in its own right. (If everybody in CAF had pitched in a few hours each, we'd be in the Guinness Book!)

The Board of Directors of your Museum are, from my left to your right: Keith Bowers, Gary Corippo, John Cromwell, K O Eckland (curator), George Marrett (principal Director), Ed Stewart, Glen Thomson, Jeff Welles, and Blake Wideman. A stellar group, to be sure.

Our crop of active and display aircraft presently includes an Aeronca L-16A, Grumman A-6D, Grumman S-2, North American T-28, Ryan Navion, Stinson L-5E, and Taylorcraft L-2. Also a batch of historical artifacts, a Link Trainer, courtesy of Ed Stewart, two pristine WW2 Jeeps and other military vehicles are floating around. Perhaps not overly impressive, but I remember when the EAA had a house trailer and a whole six airplanes to brag about...

Next phases of the building program involve erecting those three metal buildings presently scattered around the premises in kit-form, which will become a Museum display area, a restoration facility, and a small convention center—maybe as a replica of an 8th AF ready room.

Once fully up and running, a large part of the Museum will consist of display material, hands-on educational exhibits, memorials, and a videotape library. Public hours will be set, likely weekends at first, and public activities scheduled. For now, however, we can admire what has been accomplished, and wait for the blisters to heal. We've got bright lights, lots of room, a kitchen, and we don't have to wander out

into the snowdrifts to go potty any more. We're on our way up!

Once the meeting building is built, mess facilities and CAF meetings will move into it.

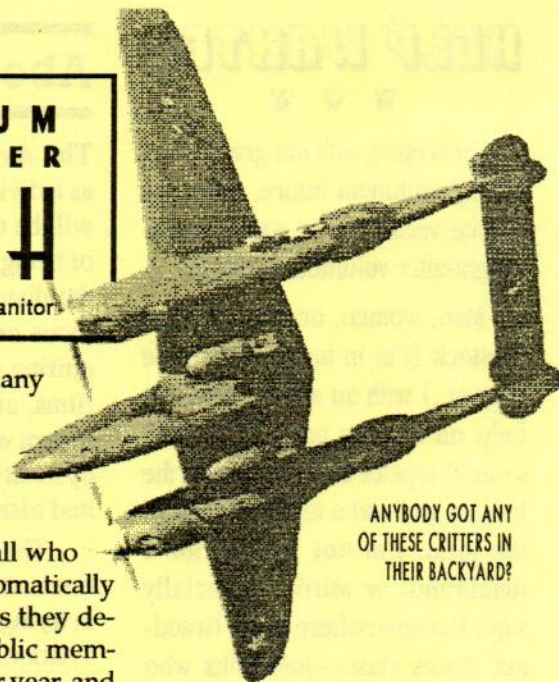
As far as memberships go, all who are paid-up in the CAF are automatically members of the Museum (unless they decline). New categories are a public membership, which will go for \$35 per year, and a junior membership for maybe ten bucks. Additionally we will solicit patron memberships from county businesses, as well as from individuals and grants that are supportive of our goals even though they might not be aero-nuts in particular.

There's more to relate about our plans, and where they all fit into The Infinite Scheme Of Things, but we'll have to continue in the next issue since we're about to run into a heavy cut-off rule.

### RECENT ACQUISITIONS

The following properties have recently been donated to the Estrella Warbirds Museum and the Aviation Research Center:

- A complete set of *Over the Front* WW1 journals, and a complete set of *Cross & Cockade* journals.
- A large selection of aviation books and magazines.
- Military aviation tech manuals, and EAA aircraft restoration handbooks.
- A supply of superannuated aircraft radios, headsets, and other electronics.
- Macintosh SE-30 computer.
- Active and archival aircraft instruments.
- Display panels, shelves with stanchions and hangers, and plastic sign holders.
- A gorgeous pre-WW1 French aircraft barometer/altimeter.
- Some framed and unframed photos, and two poetic manuscripts.
- A telephone answering machine.



ANYBODY GOT ANY  
OF THESE CRITTERS IN  
THEIR BACKYARD?

### STUFF NEEDED

At the moment we don't really know what we need in the way of active Museum equipment, but the list will be a long one, once we take stock of the situation.

File cabinets, for sure. If anyone within reading distance knows of or hears about any at a decent price (whatever that is) or, better yet, as a donation, please ring bell loudly. Shelves, or shelving material, for books and magazines, magazine file boxes. These are needed about any moment now.

Any surplus 4x8 dry-wall, and leftover insulation, would be tearfully accepted. Gotta get them naked walls covered up.

Shop tools and shop machinery very needed, now that we will be getting into restoration, only no more hex wrenches, okay?

Of course, there is a certain element of danger in flying, as there is in every sport. It is still a question in the minds of those who have tried both flying and motoring if the aerodrome, at its average gait of 38 miles an hour, is not a safer vehicle than an automobile when it goes tearing up the road at the same rate of speed.

— Editorial in *Outing*, May 1909



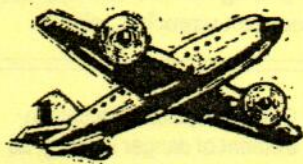
# HELP WANTED



In keeping with our grand plans for the imminent future, there are choice vacancies in some much-sought-after volunteer positions:

• Men, women, or even talented livestock (I'm in no position to be choosy...) with an artistic bent can help on display panels that will soon(?) replace the bare walls in the hangar, and add a touch of class to the joint. I'm not looking for a Rembrandt or Miró—especially since I'm somewhere in the Grandma Moses class—just folks who know how to wield a small brush, or glue things together, or run an X-acto knife without removing too many fingers.

• Some lucky person with a bit of spare time can assume the vague responsibilities of being our Gift Shop manager and keeping track of its stock. At present this "Shop" consists of one showcase proudly displaying some CAF brochures, a few trinkets, and some recently-departed flies, but our plans are to stock this area with aviation magazines and books, souvenir items, model kits and such, for sale to the Great Unwashed, as well as to Museum members (who will undoubtedly rate a discount price). Leave us see a show of hands.



• You're probably all used to hearing this one by now, but it really is vital: Help is always welcome on Tuesday, Thursday, and Saturday mornings at the hangar! As the saying goes... if you don't pitch in now and do your part, you might end up without a part to pitch in!

## About That Second Title

The Aviation Research Center was established as a division of the Museum. This research facility will be the only one of its kind in the nation—that of being dedicated not only to the preservation, but the dissemination, of aeronautical data—and will focus on the history of flight in the USA by acquiring reference books, magazines, photographs, films, and other recorded material. This material in turn will be available *free of charge* for research by aviation students, scholars, writers, and accredited historians once we get our doors open.

This idea was wrought by your curator, an aviation writer and historian, from years of frustrations in trying to research data for a major works on civil aviation. About half the places contacted in the past ten years responded with things like having files stored in sealed boxes, or they were unsure where a specific something was, or they required disproportionate fees to have someone go look up something.

Researchers' most-often heard complaint is that many museums are essentially warehouses, with so much redundant material and overstock that most of it is simply packed away, eventually becoming damaged, forgotten, lost, or even sold off. Some of this material, donated with good intentions, ends up in private collections where no one but a lucky new owner will ever see it again. Not so here.

Contrary to this attitude, all items donated or loaned to the Aviation Research Center will be computer-cataloged, and identified as a personal archive of the donor or a specific memorialized name—as is also the case with the Warbirds Museum. Even as donations, all material is still regarded the property of the donors. In the unforeseen event of failure of the project, as has been known to happen, everything reverts to the donors or their assignors.

Presently, the shelves are pretty bare, and I'm a curator with almost nothing to cure, but, hopefully, ARC will grow as large as its name implies. If nothing else, we'll see a lot less frustrated historians in the future.

Those of you who have hung on this far, and happen to have some old aviation-related books, magazines, photos and such gathering dust on a shelf, are encouraged to establish a personal archive by donating that material to ARC. You can't imagine how valuable what you have now going unused might be to some hungry researcher or student some day! Besides, it's cheap immortality.

## QUIZ FOR AIR-BRAINS

1. Who was the first recipient of a US pilot's license?
2. Which US aircraft scored the final aerial victory of WW2?
3. Which US aircraft had the greatest production in WW2?
4. What B-17 gunner had the distinction of being named in a \$5,000 reward, dead or alive, offered to Luftwaffe pilots by Hermann Göring?
6. What non-enemy action put 60 B-25 bombers out of commission in Italy during WW2?

ANSWERS (hint: do a 180):

1. Glenn Curtiss in 1910. Curiously, Orville and Wilbur Wright came in as #4 and #5.
2. Piper L-4 (yes, a lowly Cub). It's observer brought down a Fischer Storch with a .45 Colt and a lucky shot in its motor on 6 May 1945.
3. Consolidated B-24, with a total of 18,181 planes built by Consolidated, Douglas, Ford, and North American companies.
4. Clark Gable, in the 8th AF.
6. An eruption of Mount Vesuvius in March 1944 destroyed or damaged them on Pompeii Air Field in a night-long bombardment of lava cinders and rocks, a bigger aerial victory than the Axis had ever achieved in Italy.



### INVESTORS SOUGHT

Since I'm doing all this curating for \$1 a year, and there's no way I can stretch that past April, what with my lavish lifestyle, I will seize an opportunity to get in a personal plug here at no great expense to the management.

That major works mentioned in the second paragraph of the article at your left is finished, and ready to get printed. It is a 320-page reference book that does something that has never been done, and should have been done by now.

To this end I am looking for five or six investors to join me in this venture. Production figures are not all ironed out yet, but so far it looks like there should be a sizable return on an investment. Worst-case scenario would be you get your money back, plus a handful of books for your next yard sale.

Any gamblers out there who like the odds in their favor? Give a holler to 466-5373, and I'll spell out the details, and even let you see what a 25-year-old albatross looks like.

— K O Eckland