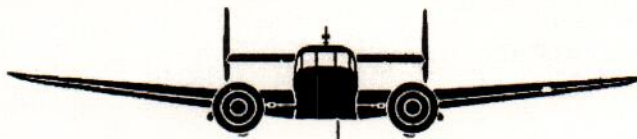


CONFEDERATE AIR FORCE NEWS

Estrella Squadron



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

Volume VII Number 5

Paso Robles, California

May 1996

May Meeting

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

This will be a special three entre dinner with your choice of top block barbecue as well as chicken and ham. Our Dinner Crew has been doing a fantastic job for us all winter right inside the hangar with the new stove. As of this meeting we will start barbecuing again outside. Be there!! It will be great!

Meeting Program From Kites to Flying Automobiles

Our Speaker for the evening will be Dr. John Nicolaides, retired Head of the Aeronautical Engineering Department at Cal Poly State University in San Luis Obispo.

Dr. Nicolaides established the Aerospace Engineering Department at the University of Notre Dame in 1964 where he served as Chairman and Professor. (1961-1975).

Previously, Dr. Nicolaides was a Director in the National Aeronautics and Space

Administration in Washington, D.C. ; prior to that time he was the first Technical Director of the Navy Space Program.

Dr. Nicolaides has served as a Scientific Advisor to the Secretary of the Army and the Secretary of the U.S. Navy.

Dr. Nicolaides is the author of numerous publications and is the designer of many missiles and satellites. He is internationally known for his design of the Uniroyal Plus 6 Golf Ball and his innovative aircraft design, the AeroFlyer.

This will be most interesting!!

Annual Dues Due!!

Squadron Dues for the year 96/97 are due as of May 1. You will be getting a notice in the mail which will indicate, as was mentioned in the last newsletter, that dues have been increased by the enormous sum of 5 bucks a year to an annual figure of \$40.00. This is a prime necessity in view of escalating expenses in every area.

When you receive your notice you will also be informed that the CAF Staff has implemented a Sustaining Sponsor program. This has been established for those Squadron members (or anyone, for that

matter), who may not have the time to actually participate in various Squadron activities but who would, instead, like to make a significant contribution to the Squadron.

It was decided that those so inclined would be asked to contribute an additional \$40.00 annually. Obviously, this does not preclude anyone from making a larger contribution but an additional forty dollars would be of substantial help to the Squadron.

As is the case in most organizations, those contributing under a program of this type will be duly noted.

In any event, please send your dues and additional donations, if you so desire, to Col. Rosemary Netto, Confederate Air Force, P.O. Box 570, Paso Robles, CA 93447 or be prepared to pay at the meeting!! This is vital and is the main source of revenue for the Squadron!!

Air Show June 23, 1996!!

The Air Show will be taking place is LESS than two months from the time you receive this newsletter!!

The Estrella Squadron
Newsletter

is published monthly as an unofficial voluntary contribution. Contents and opinions, other than by-line columns, are 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.

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
3019 Propeller Drive
Paso Robles, CA 93446

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

As usual, the various committee heads have been busting their tails getting commitments from aircraft owners, preparing all the publicity, arranging for art work, selling the show to sponsors, lining up ramp help and traffic crews and so on and so on. There are still a number of jobs open that we must fill. Some are for the show date only, while others require a commitment of time prior to and perhaps during the show.

There is plenty of work for all, so please, see if you can't be of help in one or more places. It's a real feeling of accomplishment to be a part of something that provides us with the means to keep going. No one is going to

ask you to do more than you can do so call one of the four Show Administrators and get an explanation of what is needed and make up your own mind just what you can do. **DO YOUR BEST TO CONTRIBUTE IN WHATEVER WAY YOU CAN!**

Flight Duty Roster

For the month of May, Foxtrot Flight under the able leadership of Col. Mike Slason 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 contact Col. Bob Singleton, Adjutant, (239-2084) for general information with regard to coordination procedures for the meeting.

Dinner Guests

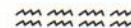
We are having a bit of a problem with regard to who should be paying for guests who are invited to the monthly meetings by members. Having guests attend is certainly one of the most important aspects of getting people interested in our group and we are happy to have them at any time.

It must be remembered, however, that the monthly dinners are a basic part of our fund-raising process. We endeavor to put on a good meal at a price that will cover costs and still give us a bit of profit, which we definitely need. The Staff feels that guests should be paid for by the member bringing them and that it

should not be incumbent upon the Squadron to pick up a guest tab. There are obviously occasions when someone should be considered a guest of the Squadron, such as the Speaker or someone who is being honored or who has made a significant donation or contribution and who is being so recognized.

In general, however, the member should pay for his or her guest or guests, unless, of course, the guest wishes to pay for him or herself for whatever reason.

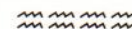
Please keep this in mind and make arrangements in advance or at the time of ticket purchase to avoid creating an embarrassing situation in front of invited guests.



Air Show T-Shirts

GREAT T-shirts with the new Air Show logo will be available at the **NEXT MEETING!!** Bring bucks because you will really want at least one and they will be perfect to wear around town to publicize the Air Show.

The new logo has a slightly stylized bent-wing Corsair as the main centerpiece since we will be featuring Chuck Wentworth's beautiful airplane as our theme aircraft for the Show. Consequently, they really are far better than anything we have had in the past. You'll like 'em!!!



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



You Can Makx A Diffrxncx: Who Mx?

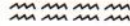
Submitted by Col. Rosemary Netto

Xvxn though my typxwritxr is an old modxl, it works quitx wxll. xxcpt for onx of thx kxys. I havx wishxd many timxs that it workxd pxfxctly. It is trux that thrx arx forty-six kxys that function wxll xnough, but just onx kxy not working makxs thx diffrxnce.

Somxtimxs it sxxms to mx that our own organization is not unlikx my typxwritxr - that all of thx kxy pxoplx arx not working propxry. You may say to yoursxlf, "Wxll, I am only onx pxrson. I won't makx or brxak an organization." But it doxs makx a diffrxncx bxcasux a succxssful organizaxion, to bx xffxctivx rxquirxs thx activx participation of vxvry mxmbxr.

So, thx nxxt timx you think you arx only onx pxrson and that your xfforts arx not nxxdxd, rxmxbxr my typxwritxr and say to yoursxlf, "I am a kxy pxrson in our program and I am nxxxd vxry much." from - Bob Abbott
 Illinois Federation

Just a gentle but appropriate reminder!!



When Flying Low, Watch Out--It's A Jungle Out There!!

by Col. Bob Singleton

While reading some past AOPA magazines, I came upon an article by Barry Schiff in the September '94 issue. For those who don't read the AOPA "Pilot" Magazine, Barry Schiff is a TWA airline Captain, a devoted General Aviation participant and a regular writer for the magazine. He often covers safety issues. He provides good safety information, and I like the fact that he includes some of his own boo-boos.

In this article he points out that there are a multitude of telephone and power lines down low and these are often hard to see.

He tells of his experience with a fellow pilot while delivering a new Cessna 172 to California in 1962. They decided to fly low (200 feet) above the Colorado River as it snaked through Red Rock Canyon near Parker, Arizona. They struck a telephone wire strung across the canyon which cut through the leading edge of the wing and wrapped itself around the tail. Neither of them saw the wires.

Fortunately, they were able to maintain control and hobbled to a landing at the Parker Airport.

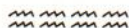
He tells about a retired UAL Captain and a lady passenger flying in the pilot's Glasair I. The engine failed but the pilot was able to set up for a wheels up landing in the vacant parking lot at Six Flags Magic Mountain amusement park just north of LA. They had it made until the left wing snagged a 90 foot high, 40,000 volt power line that neither of them saw. The plane flipped over and landed on its back and skidded to a stop in the parking lot. The pilot got out but the passenger was trapped inside for 1.5 hours with critical injuries. The pilot was convinced that he could have flown under the wires if he was able to see them.

Barry provided statistical information on wire strikes from the National Transportation Safety Board. Wire strikes are the cause of about one in 20 general aviation accidents. In California alone, 59 aircraft were downed during a recent 10 year period and about half of these were fatal. Most wire strikes occur in VFR conditions and below 200 feet AGL. A typical power line cannot be seen until within 150 feet of the wire in daylight conditions (two seconds from impact). Obstructions below 200 feet AGL are typically not shown on sectional charts. Please note that there are major power lines near the Paso airport. The sectional chart shows one crossing Highway 46 a few miles east and another follows Highway 101.

Yes, there is a jungle out there... a wire jungle. If you must fly low, note that only a small fraction of the wires show up on the charts and new wires are added every day.

Committee Chairs

Program		
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	



CAF Staff Meeting Report

(condensed & paraphrased)

Confederate Air Force, Estrella Squadron Staff Meeting, April 17, 1996.

Attending: Cols. Jeff Wells, Bruce Toomey, Rosemary Netto, Glen Thomson, Blake Wideman, John Himes, John Davis, Keith Bowers, Al Schade, Bob Singleton, Dewey Killion and members Willa Killion and Craig Fossey.

Treasurers Report

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

Old Business

It was reported that the CAF Stearman, currently at the Lone Star Wing is now not available as they have decided to keep it. This aircraft was being considered as a CAF aircraft for our Squadron.

Cherokee

The title for the Cherokee is in the name of the Museum. The Restoration Chief's plan is to use it as a training aid for aircraft rework but to rework some of the different assemblies as if the aircraft would fly again. These could then be sold at a later date in exchange for other assemblies and could be a source of funds if the paper work is handled properly.

Old Trucks

The old trucks must be removed from the old site and Gary Morrison has said he will store them. They are probably not restorable but are a good source of parts if we ever get a vintage truck in restorable condition. Jeff Welles has offered the use of a car trailer to move them.

Activities Chairman Report

Craig Fossey is working on a Calendar of Events to be published in the newsletter which will include our events as other air shows. He is also working on getting our Jeeps

in the Cruise Night on Memorial Weekend as well as getting vehicles for the Air Show from Camp Roberts. He is also planning a Dinner Cruise on the Tiger's Folly to be held after the Air Show.

Squadron Liability Insurance

Jeff Welles will make a copy of the "Summary of Coverage for the Airport Liability Insurance" to be placed in the file.

T33 Trainer

The T33 issue is still unresolved. Davis-Monthan AFB has said that if the City of Paso Robles will request it they (D-M) can probably make it available.

Membership Profiles

The Staff is working on the outline of a better committee system to interest and attract knowledgeable members to give of their time in specific ways rather than the sort of shotgun approach that we have at present.

Student Flights

Rosemary Netto read a "thank you" letter from Gary Shepard, new member, past speaker, former USAF pilot and teacher at the San Miguel Middle School to the pilots who gave rides to 56 students!! last month on somewhat short notice. The pilots did this on their own and it was not a CAF activity.

Missouri Wing

The Missouri Wing suffered a disastrous fire and asked for a replacement Estrella Squadron patch for one that was destroyed. This was done immediately.

New Business

CO's Comments

Jeff Welles, our CO, commented on the fact that we should spend some serious time considering the layout of the second building, the meeting

room and kitchen, before it becomes cast in stone. It was also agreed that three issues of the newsletter should be sent to guests.

Fund Raising

Craig Fossey, Activities Chairman, said that Pete Johnston had agreed to the use of his facility for a fund raising Flea Market. The event is about a month away. Craig will provide a plan and a budget.

Willa and Dewey Killion went to the Melodrama in Oceano and advised that we could use this theater for a fund raising event. We could lease the theater's 250 seats for \$10.00 a seat.

Craig Fossey again brought up the fact that we need to get a serious DONATION PROGRAM going. We need a drawing of the finished hangar and other buildings to induce people, companies and those with grant money to donate.

Hangar Layout

There may be a conflict in the layout of the Hangar for Musuem purposes as against CAF requirements. We need to get Staff approval for any layout changes. Jeff Welles called for a joint Squadron/Museum plan.

Hangar Operating Costs

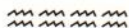
Treasurer, Rosemary Netto, said that if other organizations are to use our hangar for their activities we should be aware of our operating costs for the hangar (rent, water, gas, phone, insurance etc.). She analyzed these costs and concluded that the hangar costs us about \$38.00 a day. Jeff Welles appointed a committee to establish a price what we will need to cover our normal operating costs. The committee members are Rosemary

Netto, Bruce Toomey and Bob Singleton.
Meeting adjourned 2035.

**Estrella Warbirds
"Flight Path"**

We didn't get a chance to mention it last time but you will note that we did and will continue to include a new publication by K.O. Eckland which will be referring to more or less strictly Museum functions, operations and projects.

K.O. Is a professional writer and highly accomplished artist and we are lucky as can be to be able to count him as a member. Please read the publication called, "Flight Plan". His humor is a delight and he has a "quiz" section" that's really fun and informative. We are most happy to extend a sincere "welcome" to the "Flight Path".



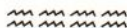
Classified

**** SPECIAL NOTICE ****

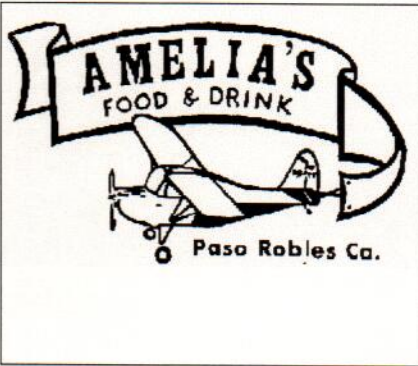
Join Gary and Judy Corippo on a GLOBUS ESCORTED TOUR OF NIAGARA FALLS, OTTOWA AND QUEBEC

September 27-October 7, 1996 See Fall Foliage in Toronto, St. Lawrence Seaway, 1,000 Islands National Park, Ottawa, Quebec City, Montreal and more! \$1139.00 per person, double occupancy plus air.

Call Judy at 238-2090 or 461-1222.



NEEDED: 100-150 steel 6 or 7 foot "T" fence posts for the Air Show. Any condition, we will work on them. Prefer permanent "loan" or donation but will happily return if required. Call B. Toomey 238-9266.



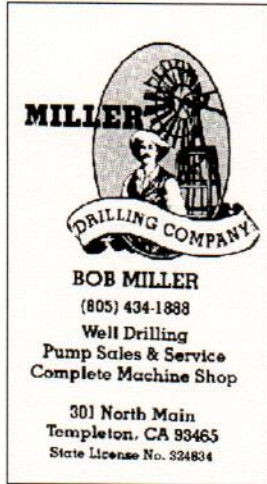
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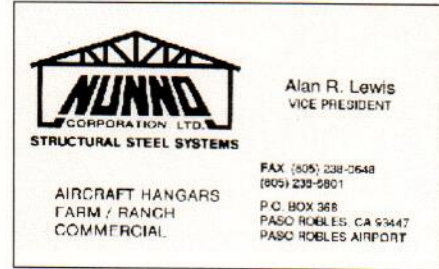


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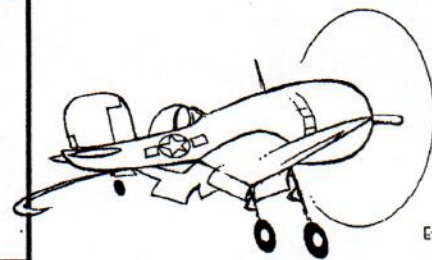
Confederate Air Force
P.O. Box 570
Paso Robles CA 93447

To:

ESTRELLA WAR BIRDS MUSEUM AND AVIATION RESEARCH CENTER

FLIGHT DATA

Number 2, May 1996 • Writ by K O Eckland, curator & concerned mother of four



Inferior Decorators

The so-called "mural" we are devising, as described by Corippo at a recent dinner-meeting, sounds like a replica of the Sistine Chapel.

Not so. I am well past the point of lying on my back and painting ceilings, so the scope of this planned project is of a considerably lesser degree.

The main idea is to add some color and interest to the hangar for visitors once they begin lining up in droves. The first stage will be a diorama-type thing, probably on the west wall, a Timeline of Aviation showing events from 1900 to 2000 (we'll just have to guess about the next four years).

I and my faithful Indian companion, Al Smith—aka The Laurel & Hardy Hangar Decorating Co Ltd—will come up with a general plan, and some crude sketches to show what is generally in mind.

Those who are concerned about any tampering with the stark natural beauty of our existing hangar walls should have in mind that these panels will be modular—essentially temporary, held in place with screws—and will ultimately be moved to one of the two other Museum buildings that are presently lying around outside in kit form.

Next will be displays of posters, photos, aviation memorabilia, and whatever we can come up with. Two A-frames are now being remodeled and painted as display mounts for these.



Aircraft Models

We received a sizeable donation of boxed plastic aircraft models from a fellow back in Alexandria VA (he's the designer of the Cruise missile)—mostly military jet things.

I know we have the talent in members capable of turning some of these into museum-quality display pieces, and who have the necessary modelmaking paraphernalia.

If they will kindly step forward three paces, maybe we can get some of them into construction for our model display.

Membership Drive(rs)

Museum memberships, as opposed to those specifically CAF, are a good way of raising some much-needed dinero for our operations—such as the \$7500 for a concrete foundation to get started on our member's building, and the 75¢ for some paint thinner to clean my brush.

Rather than assemble this from the same old tired bunch that gets assembled into everything else, it's high time to get some new blood in our veins.

Besides, that same old tired bunch is busy outside, scraping dirt, pulling weeds, and otherwise engaged in trying to spruce up the place in time for our curtain-raising in June.

A few volunteers are needed to serve as a Membership Recruitment Committee, to think up some great member-grabbing ideas. How about a show of hands?

Easy work, few hours, high pay, excellent fringe benefits. Inquire within.

RECENT ACQUISITIONS

• Several books and magazines. **NOTE:** Although we appreciate the thought, back issues of AOPA and EAA monthlies are in plentiful supply, and generally lack reference data; ditto for *Air Classics* (better known to historians as *Error Classics* for its oversupply of inaccuracies).

• One each Gloster Meteor fuselage, from Steve Wentworth. Needs some scraping and Bondo-ing to get it into shape, but it will make an interesting "photo-op" display, mounted on a rolling cart.

• More books, including a cased set of Jane's Encyclopædia of Aviation.

• In the wings, once we get some kind of display area up, word has it we will receive a P-38 propeller—very apropos, considering that Paso International was originally a P-38 base.

• A T-33, almost... All is not lost. We're trying a back-door approach now.

STUFF NEEDED

A **file cabinet** is becoming more & more vital all the time now that the Aviation Research Center is accruing batches of photos and reference material on specific subjects. These call for serious organization before everything ends up in a mish-mash of cardboard boxes. Two-drawer is fine, four-drawer mo' better.

AIR & SPACE TV HOLD-UP

The **Air & Space Network**, originally scheduled to launch about now, announced instead it has no date set, and that chances of appearing before summer were slim to none. No explanation about the hold-up, or any other details were available, but stay tuned just in case.

Grass In, Weeds Out

The street side of the hangar is now pretty much seeded and under control, except for some weeds that think they own the place.

Okay, now picture if you will 27 April... a beautiful, clear, warm Saturday morning... there's ol' Gary, all by himself, looking for all the world like a Norman Rockwell painting, being dragged around by a power mower... everyone else apparently home watching re-runs of exercycle infomercials.

Are there really that few CAFers who can't afford to donate two hours of time toward making our digs look shipshape for the Great Unwashed?

A QUOTER'S WORTH

Flying is not a bad sport, but there is no place to go.

— Glenn H Curtiss, 1907

The aeroplane is tragically unsuited for oceanic flight.

— Dr Hugo Eckner, 1912

Rome wasn't built in a day.

— Gary Corippo, 1996

HELP WANTED



There seems to be a lot of serious cameras floating around the meetings, and I would be more than willing to let the proprietor of one of these, who has the ability and necessary know-how, copy some historical photos for Museum files and display purposes. I have located several old photos which the owners will not set free, but are willing to let us make copies.

FINGERS WANTED! Someone on friendly terms with a keyboard to transcribe (type) the contents of four personal diaries of a B-29 pilot to computer disk. A Macintosh word program is preferred, but we can horse around with an Brand-X™ disk, if necessary, and convert the data.

There's no particular press of time on this project, but it should be done, at least in the interest of preserving history, so that we end up with a reader copy of a fascinating and authentic journal.

Memberships Set in Concrete

We now officially have four categories for public Museum membership that we can hustle to get our cash flow up to where it is noticeable:

Participating Member - General membership, with voting privileges, for \$35 a year. A subordinate classification is **Youth Member**, for those locked the trials of education, at \$15 a year; non-voting.

Sponsoring Member - For businesses and corporate supporters, requested minimum donation of \$100 per year. Non-voting.

Life Member - This is the "gold card" category for those who don't want to write checks each year, and who really want to demonstrate their support of our ambitions and goals for a measley one-time \$1000 shot. Voting privileges.

Honorary Member - For a choice few who have contributed efforts or something substantive above and beyond the call of duty; non-voting.

We have membership applications and some publicity releases at the hangar should you feel so motivated as to go out and drum up a few thousand members for these categories.

VIDEOTAPERY

With the donation of our first videotape, a commercially-produced "Planes of the National Smithsonian," one Museum function was officially inaugurated.

The ultimate goal is to accrue, amass, and otherwise gather a mess of aviation videotapes into some semblance of a library, which in turn will be available for loan by Museum members.

To this end members are exhorted, cajoled, and otherwise urged to make duplicates of their flighty videotapes, especially of the rarer ones, to add to our library. (I have some 120 titles of aero movies, so this might take a moment...)



A gripping scene from "The FAA Discovers General Aviation"

Since most of us likely have the same basic tapes, it would be best to check first to see if a certain title already is in inventory before going through the mechanics of making a copy.

The Odd Couple... Our Mannekin & Womannekin

How many of you have noticed those two odd-looking (or odder-looking?) new members lounging around the premises, and how many (with a few jars of wine under their belts) have tried to engage this charming couple in conversations without appreciable results?

Well, consider yourselves introduced to Wilbur and Bessie, former residents of Henry's Video in Atascadero, now honored members—and mascots—of the Museum.

They're named after Wilbur Wright, the first man to solo in an airplane, and Bessie Medlar Raiche, the first woman in the US to solo an airplane. Although Orville is recorded as the first flyer, Wilbur actually flew the Flier three days before the historic flight on Dec 14, 1903, for 3.5 seconds and 105 feet; however, since the plane crashed soon after takeoff, it was considered not a controlled or sustained flight—but he did fly, and even 3.5 seconds was quite a perilous journey in those days. Similarly, Blanche Scott is claimed as the first woman—even by the Post Office, who honored her with a stamp—but there is a controversy over whether she actually was in control, and if gusty winds didn't get her airborne on Sept 2, 1910 before she knew what was going on. Raiche is generally credited by historians for her short, straight-ahead flight on Sept 16, 1910.

QUIZ FOR AIR-BRAINS

1. What was America's first jet bomber?
2. What is the weight an average cumulus cloud (about 4,000 cu/ft)?
3. Which of these was *not* a military version of the Douglas DC-2? C-32, C-33, C-34, C-38, C-39, C-40, C-41, C-42.
4. Okay, then, how about ditto for the DC-3? C-44, C-47, C-48, C-49, C-50, C-51, C-52, C-53, C-68, C-84, C-117, C-129, CG-17.
5. Besides being show-biz personalities, what did Gene Autry, William Conrad, Jackie Coogan, Skitch Henderson, Ed McMahon, Jock Mahoney, George Montgomery, Wayne Morris, Tom Poston, Tyrone Power, Dale Robertson, and Dennis Weaver have in common?

ANSWERS (as if you needed them):

1. Douglas XB-26F, as a three-motor Electric J31 turbojet mounted in its rear fuselage. Only one was converted in 1945 in a feasibility study of jet power for larger planes.
2. 500 tons, but NOAH didn't say who weighed one, or how.
3. C-40.
4. C-44. Would you believe this was a BFW-Messerschmitt Me.108? The only time a US designation was applied to a foreign plane (as XC-44). It was impressed into the Luftwaffe in 1940.
5. All were combat pilots in WW2—Autry flew C-46 in CBI, Conrad was USN in the Pacific, Coogan was CBI glider pilot, Henderson was Hurricane pilot in RAF Eagle Squadron, McMahon and Mahoney flew F4U, Morris flew F5F/F6F with VF-15 (the only ace of the lot, with seven Japanese to his credit), Montgomery was 1st Lt AF Poston was USN, Power was USMC multi-engine, Robertson was AAF ATC, and Weaver was USN in the Pacific.



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