

# *Estrella Warbird Museum*

## Newsletter

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

Volume 1 Number 1

Paso Robles, California

February 2000

### CAF Staff Votes to Disband CAF Estrella Squadron Member Confusion and Funding Problems Cited as Main Reasons

#### Decision Made After Weeks of Discussions

At the January 19th Staff Meeting, to which all CAF colonels had been asked to attend, the decision was made to disband the local Squadron of the CAF.

Other than Staff members only four additional colonels attended the meeting which gave further disappointing evidence of the lack of interest in CAF related activities. The vote was 10 to 1 for disbanding the Squadron among colonels present.

The question of the continuing problems caused by trying to combine two completely separate entities into one unit has been thrashed over for months if not years. Questions of proper allocation of income plus the massive confusion on the part of a great many members as to whether or not they were a part of the CAF or the Museum only, have created a divisive atmosphere which has been damaging to both organizations

Instances of possible liability exposures that might be incurred by the CAF because of the perceived union of the two groups by outsiders were also a major consideration. As an example, the Museum operates aircraft without any concern for or reference to CAF rules and regulations which could open the CAF to all sorts of problems in the event of a claim.

To completely clear the record it was judged that the best answer to all of the problems was to close out the CAF Squadron and thereby eliminate the relationship between the Museum and the CAF. For continuity, the

name Estrella Squadron will continue to exist and will henceforth be applied to the membership of the Estrella Warbird Museum, Inc., i.e., all annual dues paying members (\$50.00) will be known as Squadron Members and the reference will be to the Museum only.

#### Other Considerations

The decision to disband the CAF unit can hardly come as a surprise to most although there are many of us who feel a twinge of regret. It goes without saying that the great majority of those involved in our efforts are at least sympathetic to the avowed goals of the CAF or even in complete agreement. The fact remains, however, that the birth and subsequent explosive growth of the Museum, coupled with the apparent lack of interest in our CAF unit by Midland, (never a visit by a Headquarters Staff member, other than auditors, or consideration of allocating us an airplane in spite of three formal requests) has resulted in a somewhat negative feeling on the part of many colonels toward the organization while engendering a great deal of interest in the Museum

The Board of Directors of the Museum firmly believe that with our efforts directed toward one goal, utilizing one entity we can have a truly great organization that we can all get behind and be proud of and see clearly the results of our efforts. We will no longer be confused as to who belongs to what group and our Life Membership Program will take on the meaning it was intended to project in the first place of showing

the belief and participation in something worthwhile. The Estrella Squadron of the Estrella Warbird Museum will signify membership in one of the most unique and worthy community groups in the entire Central California region.

### A Future For The CAF?

With 35 or so active colonels in the Central Coast area there are several opportunities if enough interest is shown. Throughout the United States there are many colonels who do not belong to a local Wing or Squadron; they simply support the CAF as a whole. Others belong to Wings or Squadrons that have something going on that interests them or that they wish to contribute toward and these may not even be in the individual's home area.

With the nucleus of what exists here already there is no reason why the local colonels couldn't approach Midland for the purpose of starting a new group such as a Central Coast Squadron that could promote membership from a wider area. In starting fresh they might even have a better chance of obtaining an airplane from Midland since there would be no apparent conflicts of interest. We could even rent them work space and meeting space like the CAP! In any event, there are opportunities if one wants to pursue them.

All in all I believe that recent actions are definitely positive and will have a beneficial effect on all those involved.

### Super Donation!

Those of you who attended the last meeting could not help but be impressed by the addition of the so-called "Pie Truck" donated by new member, Dudley O. Dewey.

Dudley, a former Navy pilot with about 6,000 hours and a most interesting history, found the chassis of a 1912 Model "T" truck some years ago and has spent the last ?? years totally stripping and rebuilding the chassis and then constructing the "box" or the rest of the whole structure from scratch using old photos plus ones he had taken himself while on a search for parts. etc. It is actually a "C" Cab Delivery Wagon, so designated by the shape of the front end of the cab.

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This is a true labor of love and we are deeply indebted to Dudley for this magnificent vehicle. This could be a real attention getter in one of our local parades.

### February Meeting

The February Meeting will be held on Wednesday, February 2, 2000 at Thomson Hall with Social Hour commencing at 6:00pm and dinner at 7:00pm. Chef John Himes will prepare a meat loaf dinner which has always proven to be a great choice. AS USUAL, CALL 227-0440 FOR RESERVATIONS. The good quality of recent meals is directly related to being able to buy properly and not having left overs.

Our program for the evening will be provided by Mr. Don R. Smith a veteran of the air war over Germany in WWII and a flight test engineer at Edwards for 29 years. Don will talk to us about the formation the 8th Air Force and the problems encountered in carrying out the missions over Germany to destroy the German industrial capability.

A brief biography of Don Smith appears on page 4.

### Docent Program

The beginning of a new Docent program for the Museum is up and running with the help of a group of volunteers from Paso Robles to as far away as Arroyo Grande! It is presently organized with enough people so that, with a couple of exceptions, no one has to work more than one shift per month. We still need volunteers, however, because we would like to extend the hours that the Museum is open for several reasons. One is to help Curator, Warren Bailey, who is almost always on hand except when on trips to get artifacts or keep up important contacts with other museums. Another reason is so that volunteers from some distance away can spend a bit more worthwhile time at the museum instead of driving a long distance just for a 2 to 4 hour shift. A third reason is that we would also like to expand on the number of days per week that the Museum is "officially" open. When Warren is on hand he says the Museum is actually open "when the gate's not locked".

Warren will be running the Docent program and will handle training as well but at the moment he is heavily involved in some important acquisition work for the

benefit of the Museum so we will just have to wing it for a while.

The efforts of the Docents are really appreciated by those who know what's going on and should be appreciated by everyone. You have no idea how many people come by during the week and you have no idea how nice it is for them to be met by an interested party and escorted through the Museum or to just be able to ask questions of someone.

Please, let's have 10 more volunteers. You'll really be making a contribution and you'll have fun doing it

**See Docent schedule at end of newsletter.**

### The Museum's Future

With the energies of our membership now pointed in one direction we have the opportunity to turn the Museum around and to set some goals, both long term and short term. We also have the opportunity AND the obligation to provide the organization with a sound management approach to the actual functioning of the unit. This is a going business with assets in the 100's of thousands and it can no longer be run by fits and starts and in an off hand manner that has been the agenda to date.

Marty Wright, as an employee of a major corporation, PG&E, has been kind enough to outline some types of programs that are employed by his firm in their management structure. Others who are also either professionals or who work for or who have worked for well organized entities have also put forth ideas and suggestions that would be extremely valuable in organizing a sound business environment for the Museum.

I would like to suggest that the Board of Directors of the Museum review the Board membership with the intention of replacing those who have not shown sufficient interest in active management with some new people who seem eager to step in and get things moving. The Board could simply expand the number of Directors rather than replace individuals but it should take advantage of the programs and ideas of some of the newer members. We need some sort of individual to be in charge like an Executive Director (any unpaid volunteers??) who would work with Warren and we need a three man Financial Committee

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or a Controller who would be hard-nosed when it comes to expenditures and who would issue Purchase Orders and say yes or no to proposed purchases. We need a few other things too but this would at least be a start. We need to run the Museum as a business and the sooner the better.

### Insurance Considerations

A brief review of the Museum's insurance coverage with member and insurance broker, Brian Webster, has resulted in some questions. Yes I know, having been with an aviation underwriting firm myself in the 70's I'm well aware of the term "insurance poor" but let me tell you friends, there's no lonelier feeling than facing a battery of hungry lawyers when you are at fault and you realize that you "went cheap" to save a buck on your coverage.

There are questions as to the actual ownership of some of the vehicles on the premises as well as aircraft which could result in serious troubles for the Museum. There are questions that need answering as to whether they are driveable or not and are they on loan or are they donated to the Museum and if so where is the paper work etc. There also continues to be the question of the absolute need for the Museum to be named as an additional insured on the policies of those renting our facility for parties and other events.

We will be making a concerted effort to determine the necessary information for proper insurance coverage for the Museum so don't take it personally if you get asked about an item on the lot that might be yours or that you're storing there or whatever. We just want the facts and to be able to make proper decisions to protect EVERYBODY..

It would be appreciated if those with vehicles or aircraft located at the site would call in (227-0449) and give us an update as to ownership status, current insurance coverage and future plans for the item. This needs to be done by February 15!!

### Now Available!!

Fly A Piece Of Military History!  
Membership available in restored L-16 Taildragger hangared in Estrella Warbird Museum. \$800. membership, \$25.00 per hour wet. Limited

membership. Phone Obbie Atkinson 238-9212 for more information and details.

A great opportunity for inexpensive fun flying!!

### A Brief Bio of Donald R. Smith

Don was born on February 12, 1924 in Los Angeles, California. Three months later his family moved to Monrovia, a San Gabriel community seven miles east of Pasadena. It was here that he spent his entire childhood which included public schools. When he was a senior in Monrovia, Arcadia and Duarte High School the Japanese attack on Pearl Harbor occurred. This event had a profound effect in determining the path he would follow for the rest of his life.

Wanting to be a pilot, Don enlisted in the Army Air Corps on November 4, 1942 with the intention of becoming an aviation cadet. Normally an enlistee would be called to active duty shortly after enlistment and sent to a Classification Center such as Santa Ana Army Air Base for processing and entry into pre-flight school. Because of a large backlog of enlistees for flight training he did not enter the pre-flight school for pilots until the summer of 1943. He started Primary Flight Training at Dos Palos, California at the end of the summer. A continuous problem with air sickness led to his removal from the cadet program and reassignment to Airplane Mechanics School on Lincoln, Nebraska.

There was an urgent need for bomber crew members in the fall of 1943 so Don applied for and was accepted for training that would lead to an aircrew assignment. He attended Airplane Mechanics School for the B-17 which he completed in the spring of 1944. This was followed by attending Aerial Gunnery School at Las Vegas Army Air Field. The last three months of 1944 was spent in Crew Training at Biggs Field in El Paso, Texas.

After a 7 day voyage across the Atlantic Ocean he arrived in Great Britain in January 1945. His crew was assigned to the 91st Bomb Group stationed at Bassingbourne, England. The crew made its first flight on February 3, 1945 targeting a railroad station in downtown Berlin. They flew until the end of the European War. By then Don had completed 25 missions against Germany and occupied lands.

With the war over in Europe, Don decided to return to the U.S. and retrain for the B-29 aircraft for deployment to the Pacific. Before he was scheduled to start training, two bombs were dropped on Japan that suddenly brought the Pacific war to an end.

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Now it was time for another decision. He decided to separate from the Service and obtain a college education. He graduated in 1950 with an engineering degree from U.S.C. After one year of employment in the private sector he took a job working as a flight test engineer for the U.S. Air Force at Edwards A.F.B. He spent 28 years enjoying the challenging work of testing new aircraft.

Don is married to Margaret and they have three daughters, including one set of twins.

### The Big Red Dot!!

Some of you will note that there is a red dot on the label of your newsletter. If this appears on your label it means that, according to our records, you have not paid Squadron dues for the 1999/2000 year !! If you feel that we have made an error in this regard, PLEASE let us know. If you have not paid PLEASE do so. This is a major part of our income and we need the bucks. **This will be the last call. As of this mailing the lists will be updated and those who have not paid will not receive further newsletters and will be dropped as members!**

While we are in this transition period we are trying to get all our paperwork up to date and records straightened out. You can help us greatly if you will inform us of any errors in our member lists or, in this case, if you have paid dues and we don't show it. Many thanks. Call 238-9266 (after 9:00am).

### CAF Staff Meeting Minutes

19 January, 2000

Submitted by Col. Marty Martin

The meeting was called to order by Col. Toomey at 1910 hours. Staff present were Cols. B. Miller, John Himes, Al Schade, Glen Thomson and Marty Martin. Also present were Cols. Singleton, C. Miller, Weiss, Geiger and Killion and Committee Chair Tom Gabele.

A motion was made to dispense with the reading of the minutes of the December meeting which was seconded and passed.

Col. Himes gave a financial report for the year and month of December. A motion was made and seconded to approve the financial report as read and was passed.

1-25-2000



Greetings Museum Members,

A lot of you have asked the status of the shirt & hat orders from the PX. I want to thank you for your patience and explain the status.

At the November meeting, the EWM staff presented shirts & hats which could be purchased through the PX. Shortly after the meeting, one of the members (Jim Pickens) informed me of contacts he had with another shirt company that could result in lower prices. So, I placed the shirt ordering process on hold until I could get the new prices and a new logo design.

Well; the new logo and pricing are complete. The shirt company had a lot of initial problems with digitizing of the design, but they have corrected all the problems and it turned out great! The prices are cheaper than before and the logo is much more detailed. Therefore, I've cancelled the previous shirt company and we will be using this new company.

The PX will be offering 5 types of shirts and 2 styles of ball caps for purchase. The shirts and hats will have an embroidered P-38 and the wording, "Estrella Warbird Museum, Paso Robles, CA". The styles of shirts and caps can be seen along with the new logo design at the PX counter in the museum. The order form is on the reverse side and will also be available at the Museum PX.

All shirts will be navy blue. The sample shirts located at the PX counter have been loaned to us by the shirt company and are different colors. These shirts are there for you to see the texture, sizing, and style only.

As stated in November, this shirt order will be a "one time" deal. These shirts are being offered very slightly above cost (\$2.00) to allow the museum to make a large order and get a bulk rate. (the embroidery alone cost \$5.30 per shirt with a minimum of 36 orders)

The shirt company also has a "large logo" design to offer. It will be offered on the sweatshirt #7. If you like the "large logo" and want it placed on one of your personal garments for our cost, we can do that too! Our cost for the "large logo" is \$25.00 (that's why the sweatshirt cost \$40). If you want this done, I'll need your personal garments along with \$25.00 for each garment.

As stated above, this will be a one time deal to get as many orders as possible. This is a good deal for the membership and the museum to take advantage of the bulk rates. Therefore, if you think you'll ever want to order these items; now is the time to do it. The deadline for orders is going to be March 30<sup>th</sup> with delivery in April. After March, PX retail prices will be in effect and selection will depend on inventory in the PX.

Thank You for your patience and please take a look at the shirts and logo design at the PX counter in the museum. Feel free to call me anytime if you have any questions (239-1759).

Respectfully,

Marty Wright



# Estrella Warbird Museum PX Shirt & Hat Order Form

Use the following form to order shirts or hats from the Estrella Warbird Museum PX for a one time discounted offer.  
The deadline for orders is going to be March 30<sup>th</sup>, 2000.

After March; retail prices will be in effect and selection will be subject to PX inventory.  
The following shirts and hats will have embroidered a P-38 and "Estrella Warbird Museum, Paso Robles, CA".  
Shirts #1 & #2 are solid navy blue. Shirt #3 is navy blue w/ tan & burgundy trim design on collar & sleeves.

**Selection: ( make checks payable to "Estrella Warbird Museum" )**

Item	Price each	# Ordered	Size	\$ Amount
1. <u>Short sleeve "Gildan" golf shirt with pocket</u>	\$20.00			
2. <u>Long sleeve "Anvil" golf shirt with pocket</u>	\$25.00			
3. <u>Short sleeve "Munsingwear" golf shirt without pocket</u>	\$30.00			
4. <u>Long sleeve denim shirt with pocket</u> ( circle: male or female )	\$30.00			
5. <u>Solid navy blue cloth baseball hat</u>	\$14.00			
6. <u>Two tone ( navy blue &amp; tan ) baseball hat</u>	\$14.00			
7. <u>Blue sweatshirt with large embroidery on back</u>	\$40.00			

Total \$ Amount : \_\_\_\_\_

Your Name, Address, & Phone Number : \_\_\_\_\_

Mail order form & check to :

Martin Wright  
215 Rosemary Drive  
Paso Robles, CA 93446 805-239-1759

**Old Business** Col. Toomey read a letter that he had mailed to all colonels of the Estrella Squadron requesting they attend the January meeting.

A motion was made to disband the Estrella Squadron of the Confederate Air Force due to the lack of interest of the membership. The motion was seconded. A long discussion followed. The motion passed.

The Estrella Warbird Museum made an offer to terminate the lease agreement in exchange for the remaining assets of the Estrella Squadron of the Confederate Air Force.

A motion was made to exchange the remaining assets of the CAF Squadron to the Estrella Warbird Museum. All items that are stated on the balance sheet of the CAF, tables & chairs, PX items, fixtures and the 1941 Dodge truck. A discussion followed. The motion passed.

A motion was made to adjourn the meeting at 20:05 hours. It was seconded and passed.

### **Did You Know???**

Submitted by member Karl Haeuser

Did you know that the Paso Robles Pioneer Museum has an exhibit of World War II - from trainers to fighters and bombers, all in the same scale? Did you know that a large percentage of Paso area men and women enlisted in an air service - probably because of having seen how the Infantry live at Camp Roberts?! Did you know that a primary function of this exhibit is to recall and honor Paso area men and women who flew or worked on or in those planes during the period 1939 to 1945? Do you know how you can help? You can visit the exhibit, any Thursday thru Sunday from 1:00pm to 4:00pm, look at the list of names and if you can add any, let someone know. Either call the Estrella Warbird Museum on Dry Creek Road at the Paso Robles Airport 237-0440 or call Karl Haeuser at 995-2079 and he will add the names to the list.

Ed. note: Karl is looking for 1/48 scale model kits of BT-13s and other "basic" trainers such as Stearmans, Ryans, AT-6s (SNJs) etc. These are hard to find.

### **Fifty Two Years Later!**

A Recent News Item Submitted by Stuart Toomey

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BUENOS AIRES, Jan 24 (AFP)

A converted World War II bomber missing for 52 years has been recovered in the Andes, the bodies of the three occupants preserved by sub-zero weather, according to a newspaper report Monday.

The newspaper "Uno" reported that a badly damaged four-engine Lancaster was found by a joint military-civilian expedition headed by Argentine aviation enthusiast Juan Carlos Mouso. Mouso launched the expedition after he spotted the glint of fuselage on the southern face of Mount Tupungato, near Mendoza in northwest Argentina. The first expedition was aborted due to bad weather last year.

Converted for use on a regular passenger service between London, Punta Asuncion in Argentina and Santiago, Chile, the plane was reported missing in August 1947 during a storm but a search made at the time around the Aconcagua and El Mercedario peaks were unsuccessful in locating it.

The newspaper said federal judge Alfredo Manuel Rodriguez in charge of the forensic investigation is to authorize fingerprint and DNA tests to establish the victim's identity.

"Uno" reported that the searchers, including Argentina's 11th Infantry Regiment of Mount Tupungato located the plane at 5,500 meters (18,000 feet) last Wednesday, with pieces of the aircraft scattered over a one-kilometer (0.62 mile) radius.

Lancaster bombers were said to be the finest British heavy bombers of World War II, with the prototype launched in January 1941, the demand for the wartime model such that the first production Lancaster was flown in October that year.

A total of 7,377 of the planes were made, the last one delivered in February 1946. After World War II a number of the Lancasters were used to transport prisoners of war back from Europe, while others were converted for temporary civilian use with maximum passenger capacity for 13 people.

One of the remaining airworthy examples of the Lancaster is kept at the RAF Battle of Britain Memorial Flight.

MINUTES OF THE BOARD OF DIRECTORS' MEETING

ESTRELLA WARBIRDS MUSEUM

January 19, 2000

Meeting called to order by Chairman, Glen Thomson.

Present: Glen Thomson, Gary Corippo, Paul Clark, Betty Miller, Bruce Toomey, Al Schade, Warren Bailey

1. The minutes of the November 17, 1999 meeting were revised. It was moved and seconded to accept the Minutes of the November 17, 1999 Board meeting. Motion passed.
2. Discussion of new board members was held. Marty Wright, Betty Miller and Conrad Martin were nominated and elected to the board.
3. Discussion of new board committees was held. It was recommended that the following committees be created: Fundraising; Building Rental Committee; Restoration Committee; Building and Grounds Committee; Airshow Committee. It was agreed that the issue would be raised again at the next meeting.
4. Discussion of a Museum master plan and Mission Statement was held. Bruce Toomey and Warren Bailey would work together to review the existing master plan and create a mission statement.
5. Discussion of taking the Museum F-4 cockpit to various shows in the state was held. Al Schade and Warren Bailey are working together to have the cockpit displayed at home shows in Orange County.
6. Discussion of concrete work was held. It was agreed that all future concrete work would be tabled until the Museum raised more funds. Gary Corippo was authorized to speak with Dick Goreham about additional concrete but not to order any more.
7. Future facility rental was discussed. It was agreed that any group or individual renting the facility would be required to name the museum as an additional named-insured on the renter's policy. Other issues such as cost were also discussed.
8. Warren Bailey reported that the F-104 at Cal Poly would be moved to the museum at the end of January.

Meeting adjourned.

Paul E. Clark, Secretary



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# Estrella Warbird Museum

## Docent Shift Assignments

### February 2000

<u>Date</u>	<u>Docent Name</u>	<u>Phone #</u>
Wed 02	K. Haeuser	995-2079
Sat 05	B. Toomey	238-9266
Sun 06	B. Toomey	"
Wed 09	A. Britton	226-9627
Sat 12	D. Blomquist	227-0362
Sun 13	T. Weiss	239-2637
Wed 16	M&E Hudson**	467-2619
Sat 19	Doug Moore	466-6142
Sun 20	A. Britton	226-9627
Wed 23	W. Carlson	481-8848
Sat 26	C. Weiss	239-2637

Docents without regular shifts but available on short notice: The Killions 461-5405  
Also available on Sundays with advance notice: The Carlsons 481-8848

Most of all, THANK YOU!

\*\*Depending on Mike's Flight Schedule

Contact B. Toomey if schedule is not OK.  
Nothing is carved in stone so contact other docents if you want to swap occasionally on individual shifts.

Try to decide if you can work a regular shift or more every month so you can be scheduled for that (those) days and make the scheduling easier on everyone.

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