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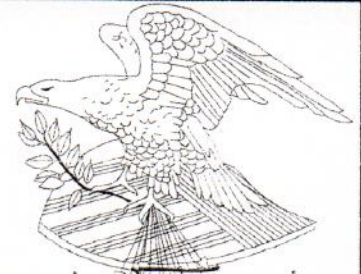
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**THE ESTRELLA
WARBIRD MUSEUM
EAGLE NEWSLETTER**



Honoring the Past - Inspiring the Future Vol: ~~XX~~ - 4

Volume 14 , Number 4 ~ Paso Robles, California ~ April 2009



DINNER MENU

Wednesday, April 1

BBQ Chicken

Chefs Choice of Vegetable

Green Veggie Salad

Garlic Bread

Dessert

Coffee

No Host Bar

*Dinner Catering by
Larry Eastwood*

\$15.00 Per Person

RESERVATIONS

PLEASE

Call 467-3521

By NOON Tuesday

Thank You

Social Hour 6pm-7pm

Dinner & Program Follows



April 1 Program ~ Chuck Wentworth

Chuck Wentworth ranks as one of the most remarkable pilots in the history of the Reno National Championship Air Races. In 1981, he was racing his Cassutt Formula One, "Flexi-Flyer," (Formerly the Vomit Comet), Race 69, when the engine suddenly and violently broke loose from the mounts. A thin safety cable, adopted by Formula One rules, kept the engine - albeit severely ajar - on the nose of the aircraft, preventing what would certainly have been an accident resulting in the loss of the aircraft and pilot.



Chuck glided the "Flexi-Flyer" off the course and onto the main ramp for a successful emergency landing in which no one was hurt, either in the cockpit or on the ground. You would think, coming so close to death, that he would be deterred from air racing, but not Chuck Wentworth. Two years later, he raced the very same aircraft in the Gold Race at the 1983 Reno Air Races, and finished first at a speed of 239.02 mph, to become that year's National Champion in Formula One.

Chuck has since retired from air racing, and now owns Antique Aero, a company that first began as Jim and Zona Appleby's creation at Flabob Airport, near Riverside, California; before moving to Apple Valley, California, near Chuck's home in Hesperia, California. After Chuck purchased the company; he moved it to Paso Robles Airport where he maintains Antique Aero as an aircraft restoration and replication facility, while participating in the building of a local private air museum's World War I collection.

Among the replica warbirds in Chuck's collection are a series of beautifully built WW I fighters, like the Fokker Dr.1 Triplane, the Fokker DVII, the Sopwith Camel and the Nieuport 17. In the restored World War II category, Chuck's facility is home to two very special airplanes, the Vought F-4U Corsair and a Grumman TBM Avenger, one of the two types of carrier-based torpedo planes instrumental in winning WW II for the allies. This particular Avenger carries the markings of President George Bush Sr., who flew that type of aircraft during WW II from the decks of the USS San Jacinto, and was even shot down on one occasion, bailing out at the last moment. Chuck has shown his Avenger at major air shows in the California area including Grass Valley in 2002. The visit to Grass Valley may have been a homecoming for his aircraft, which reportedly operated in Department of Forestry service as an air attack tanker during the 1960s and 1970s.

Chuck has also retired from show business. While working in Southern California he flew in over 50 movies and aviation documentaries. During these film productions he met many movie stars and Apollo 11 astronaut Neil Armstrong.

Old military aviators may fade away, but men like Chuck Wentworth and several pilots in the Estrella Warbird Museum keep the memories of these historic airmen alive by preserving antique warbirds that were lucky enough to escape the scrapper's torch at Davis-Monthan AFB or the bulldozer in the South Pacific. Which leads us to believe that no matter who flew the old warbirds in the past, and no matter who flies them today, there is always a hero in the cockpit. We are honored to have Chuck as our speaker for the April 1st dinner meeting.

Submitted by George Marrett, Program Chairman

Remember to call 467-3521 to make your dinner reservation by
noon Tuesday

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THE PREZ SEZEd Morrison, President

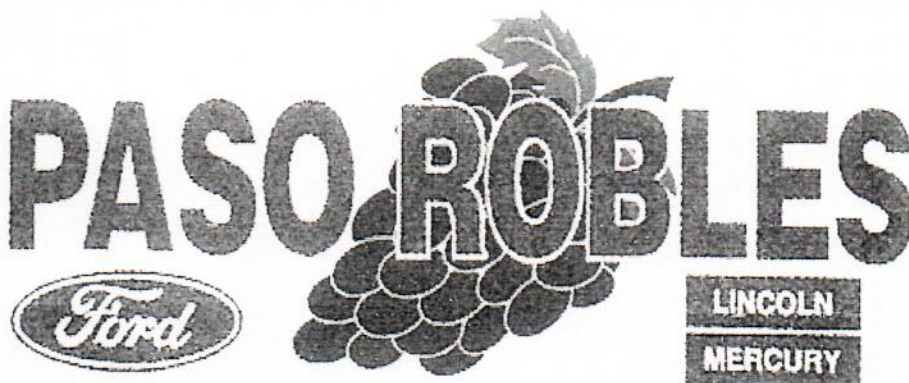
We are seeing some wonderful wildflowers and weather as I write this. I know many of you will be having family visiting and I hope you will bring them to see your Museum.

We are already breaking ground on our 6th new building. The Woodland Building will be the same size as the Brooks Building and Freedom Hall, but will lie at a 90 degree angle behind the Brooks Building. Member Dick Woodland has provided the funding for this building and has some exciting plans for its use, including a rotating display of some of his antique vehicles as well as some of his race cars. This will add an additional attraction for folks who not only enjoy aircraft but are car enthusiasts as well. We hope to have it open by summer.

By the time you receive this newsletter, we may have the BEAST on site , which is the LVTP-5 amphibious landing craft. Come out and check it out!

Safe flights and good landings, *Ed*

(edandpammorrison@sbcglobal.net)



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Welcome to our New Members

Rick Brandt---Regular Annual Member

David Wells---Regular Annual Member


Tomas Svitek---Family Membership

Frederick and Marie Woodland---Family Members

Ronald Javitch---Life Member

Total Membership as of March 18 ~ 440

Don Peckinpaugh
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REMEMBER



THE SECOND THURSDAY OF THE MONTH IS

"MOVIE NIGHT"

WE WANT TO KNOW WHAT FUTURE MOVIES YOU WOULD LIKE TO SEE, SO LET OUR MOVIE NIGHT DIRECTORS, **MARGI AND HARALD BAUER** KNOW BY CALLING THEM AT **466-4440** OR FILL OUT A MOVIE NIGHT FORM AVAILABLE AT THE MONTHLY DINNER MEETING.

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Museum Musings -- Our Vehicles On Display by John Everett

History of the 1943 Ford GTB "Burma Jeep"

The Ford GTB, called the "Burma Jeep", was produced during WWII and was used primarily by the US Navy and Marine Corps in the Pacific Theater of the war. Its Ordinance Standard nomenclature number was G-622. Ford produced the low silhouette, short and maneuverable GTB in five models collectively called the G-622. Total production of the 1-½ ton models was over 15,000 units, including these variants:

GTB Truck, Cargo

GTBA Truck, (US Navy)

GTBB Truck, Wrecker, (Rare, only 50 produced)

GTBS Truck, Bomb Service with crane (US Navy)

GTBC Truck, Bomb Service with crane (USN, improved)

Ford records indicate the paint color specified by the US Navy was "Ocean Gray" for all Navy contracts. The G-622 GTB vehicles were produced with and without a 10,000 lb. Gar Wood or Braden front mounted winch. All models except the GTBS had dual rear wheels. The cowl covering the engine separated the cab area, and the passenger seat was a light metal frame, which faced the driver, and could be enclosed by raising the windshield and installing a canvas top. The cargo truck had troop seats and bows for a canvas cover.

The Burma Jeeps were powered by a Ford 6-cylinder flathead gasoline engine producing 90 horsepower. They were 1-½ ton capacity, 4-wheel drive with a 4-speed transmission and a 2-speed transfer case.

This particular vehicle was purchased from the US Navy, Pt. Mugu, by the Mac Gillivry Ranch (year unknown, but probably 1945 or 1946). It was driven to the ranch in the Adelaida region of Paso Robles and used as a ranch truck for several years until the engine failed. It sat on the ranch until discovered by personnel from the Estrella Warbirds Museum in 1998. The Ranch kindly donated the truck to the Museum soon after, and the truck was moved to our location.

It has sat in outside display until recently, when the restoration crew began a major restoration and repair of the truck. With the generous help of Bob MacGillivry, it will be completely restored and placed on display in the newly opened Brooks Vehicle Display Bldg., and also driven in local parades.

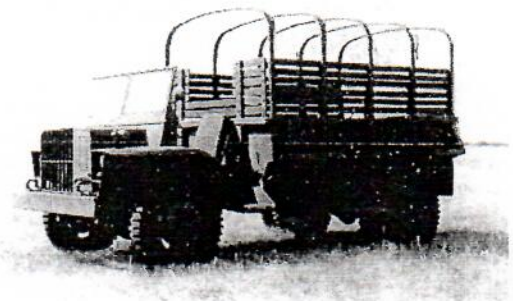
The restoration so far has included a complete topside cleaning and paint, engine tune-up, complete running gear inspection (brakes, bearings, seals), replacement of all fluids, steering gear overhaul, a reconstruction of the front passenger seat, new upholstery, and 2 new front tires. A complete cleaning and painting of the underside US Navy "Ocean" Gray will complete the restoration.

General data:

Vehicle Weight:	7250 lbs, Payload 3000 lbs
Rear Axle Gear ratio:	6.66:1
Tires:	8-ply, 7.50 x 20"
Shipping dimensions:	Uncrated (cu. ft.) 1396
Fuel:	70 Octane! 40 gallons
Maximum Computed Gradability:	42.23%
Turning Radius:	32 feet
Maximum Depth Forging:	25"
Fuel Consumption (Loaded):	9 mpg
Allowable Speed:	45 mph

Engine:

Ford Model G8T	
Type:	L-Head, 4-cycle, 6-cylinder
Displacement:	225.78 cu. in.
Maximum Governed Speed:	3400 RPM
Brake Horsepower:	90.7




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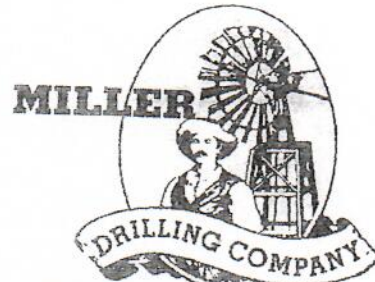


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Letter from our **2008 Estrella Warbird Museum Scholarship recipient**, Scott Parks, who is attending Embry-Riddle in Prescott, Arizona.

Dear Estrella Warbird Museum Members,

My life in college has been very interesting these past couple of months. From building UAV helicopters to a class on American War History, from designing and building simple robots and lighter than air vehicles to hours upon hours of homework and studies, I've experienced a lot, and learned many new things.

Last semester I joined a national club called the American Institute of Aeronautics and Astronautics. It is the world's largest professional engineering society. Our chapter of the society has divided into two groups; an aircraft based design group and an UAV helicopter project, which I have become a part of. Last semester was spent rebuilding and refurbishing a wrecked radio controlled helicopter that former students had donated to the school. We completely disassembled and cleaned every part of the helicopter and rebuilt the entire thing. There was a lot of work to do, since the helicopter's two cycle gas engine had not been cared for in years. Apparently, the previous owners had been flying in very dusty areas because the carburetor was full of sand and grit. Also, it seemed that they had crashed on one of their final flights because all four of the carbon fiber rotor blades were rippled and warped. Recently, we've been working on the computer code for automated flight.

Also, last semester I was in a robotics class where we built and programmed several simple robots. The first simple robot was supposed to collect a four foot line of golf balls and deposit them in a cup. My team's robot was not very effective, no matter how refined we got our programming, the motors that we were forced to use did not have enough torque to complete the task required. The second robot was a lighter than air vehicle. We were supposed to design a basket for a five foot helium balloon that could traverse an obstacle course set up by the professors. Our group had to redesign our basket several times due to the limitations of the school's rapid prototyping machines. During the competition, we had some minor difficulties with our release mechanism. Introduction to Engineering was one of the most interesting and entertaining classes of last semester.

This semester, for my honors course, I am in an American War History class. We study the social, political and economic effects of wars on the United States. One of our assignments for this semester is to interview veterans and anyone connected to a conflict in the past hundred years. With these interviews we are supposed to get a first person account of what the war was like and how it may have affected the United States from the point of view of soldiers, their wives or their families.

This first year in college has been incredible. I have had many new experiences, learned many new things and met several new friends. I've taken several very interesting classes, and a few not so interesting ones, but overall, my first year in college has been a very interesting one.

Scott Parks

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.Jackie Brooks Mar



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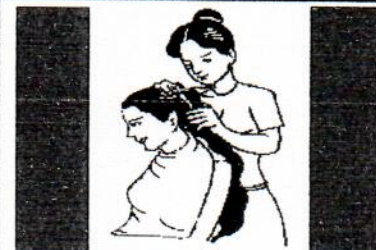


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The new cement walkways around the new Brooks Restored Vehicle Storage Building have been poured! We have "blanks" ready for you to add your name, or that of a loved one, for a donation of only \$100.00.

Reserve your plaque today by calling Rosemary Netto, Treasurer, at **467-3521**

**Brian Webster &
Ian Webster can be
reached at 805-237-0666**

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MUSEUM PLANS BBQ SEND-OFF for USMC HELICOPTER SQUADRON

Space is Limited for this event.
You must call by
12 noon on Wed. April 2
to reserve your meal!

The Estrella Warbird Museum is going to have a Bar-B-Que to honor the air crews of HMM-166, a Marine helicopter Squadron training at Fort Hunter Liggett. At the last monthly Dinner Meeting over \$800.00 was raised for this tribute to our young service personnel who are leaving to go overseas. The event will last about two hours and should give them a good idea of our appreciation of their sacrifice to our nation.

The event will be held on **Sunday April 5 at 12:00** and all Museum members are invited to the lunch. The price is only **\$8.00** per person. The menu will be Rib Eye steak with beans, salad, French bread and 2 bottles of Firestone Beer for all non-flying attendees.

You must **RSVP** if you want to attend. **Please Call Gary Corippo at 238-2090 to reserve a seat. No reservation may result in not being able to provide you a meal!**

Pave the Way

The new cement walkways around the new Brooks Restored Vehicle Storage Building have been poured! We have "blanks" ready for you to add your name, or that of a loved one, for a donation of only \$100.00.

Reserve your plaque today by calling Rosemary Netto, Treasurer, at

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(a)



Eagle Flight Members Flying High

by Obbie Atkinson



The Museum received a request for the members of Eagle Flight to participate in a Marine Memorial Ceremony at the Santa Margarita cemetery at 11:00 hours, Sat. March 14. A memorial service was held at that time for William "Bill" Hahn.

Despite marginal weather, a traditional formation flyover of Eagle Flight, consisting of warbirds L-3, L-5, and L-16 passed over the cemetery at the appointed time in a tight "V" formation. Piloting the three aircraft were Museum members Obbie Atkinson, George Marrett, Bob Kelly with Wayne Rice as safety observer.

The members of Eagle Flight continue a tradition of honoring our military veterans with participation in area cemetery flyovers on Memorial Day, Veterans Day and other requested memorial services. Ever since the first performance in 1991, these veteran aircraft and pilots continue to use their privately owned aircraft to perform at the requests of area veterans organizations, with the proceeds going to the Estrella Warbird Museum treasurer.



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WELCOME TO THE HISTORY OF FLIGHT WARBIRO LIBRARY



We are really excited about the installation of our new Reserve Book Case. This will enable our guests to see some of our rare and special editions, but will protect them from harm. We have an additional 8 feet of shelves which will accommodate our overflow of recently published books that have been donated by our members. The 8 foot section will be installed by May 1, 2009. We really appreciate and thank the members of the Central Coast Woodworkers led by Gary Robillard.

Come visit before the Dinner Meeting, where Assistant Librarian Marcia Rice will be happy to assist you.
Keep 'Em Flying,

Charmaine Peckinpaugh

Research Librarian

Docent Doings

by Betty Miller

Our Docent Coordinator, Randy Majewski has the April Docent and Gift Shop Schedule posted on line, but we are including it in this month's newsletter for Docents and Gift Shop Volunteers to post on their refrigerator.

We have new additions to our displays, and both the Docents and membership should take the time to walk around Freedom Hall and check it out!

We are hoping to have a Sunday afternoon in April to have a Docent Meeting and Potluck to go over some of the changes and new additions, as well as a review of some changes in procedures. Docents and Gift Shop workers will be getting more information by mail.





Museum Movie Night



THURSDAY April 9, 2009 6:00 PM - Thomson Hall

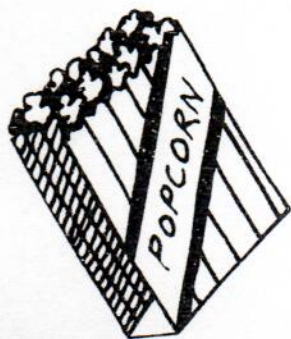
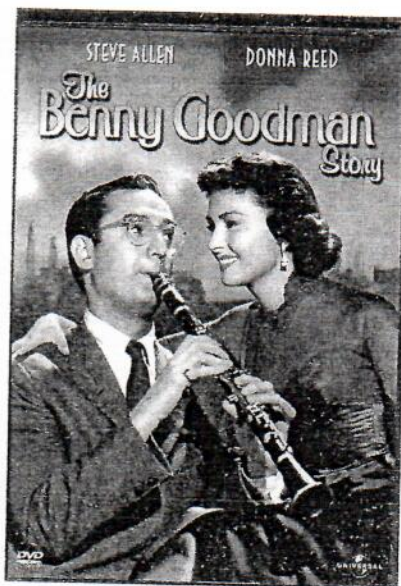


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