

Flight Line

The Official Publication of the CAF
Southern California Wing
455 Aviation Drive, Camarillo, CA 93010
(805) 482-0064



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Sheryl O'Neil with her award-winning photo See Page 15 for her story.



© Photo by Dave Flood

Col. Ron Missildine, our Executive Officer, wears many hats. He has been very active in a number of Wing activities: coordinating the move of stored material from the Aviation Museum to the Annex; cleaning out unneeded material from the Maintenance Hangar; coordinating the people responsible for communications and publicity for the Wing; acting as liaison between the air show people and our Wing; and a myriad of other activities. Thank you, Ron, for your untiring ability to manage people and get things done!

Wing Staff Meeting, Saturday, September 20, 2014 at 9:30 a.m. at the CAF Museum Hangar, 455 Aviation Drive, Camarillo Airport

Our CAF Mission: To Honor American Military Aviation Through Flight, Exhibition and Remembrance.

September 2014

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 Museum Closed Labor Day	2 Work Day	3	4 Work Day	5	6 Work Day
7	8 Museum Closed	9 Work Day	10	11 Work Day Patriot Day 9/11 Anniversary	12	13 Work Day
14	15 Museum Closed	16 Work Day	17	18 Work Day	19 Docent Meeting 3:30	20 Wing Staff Meeting 9:30 Work Day
21	22 Museum Closed	23 Work Day	24	25 Work Day	26	27 Work Day
28	29 Museum Closed	30 Work Day	Museum Open 10am to 4pm Every Day Except Monday and major holidays			

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Operations Officer	* Jason Somes (818) 292-4646	nbnh@aol.com	Tuskegee Airman Day Flyer 6
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CAF Hall of Fame Inductees Announced

For over 50 years the CAF has grown through the efforts of tens of thousands of members. A few of those members have made monumental contributions towards the success and worldwide impact that the CAF enjoys to this day. The CAF Hall of Fame was established to honor those members.

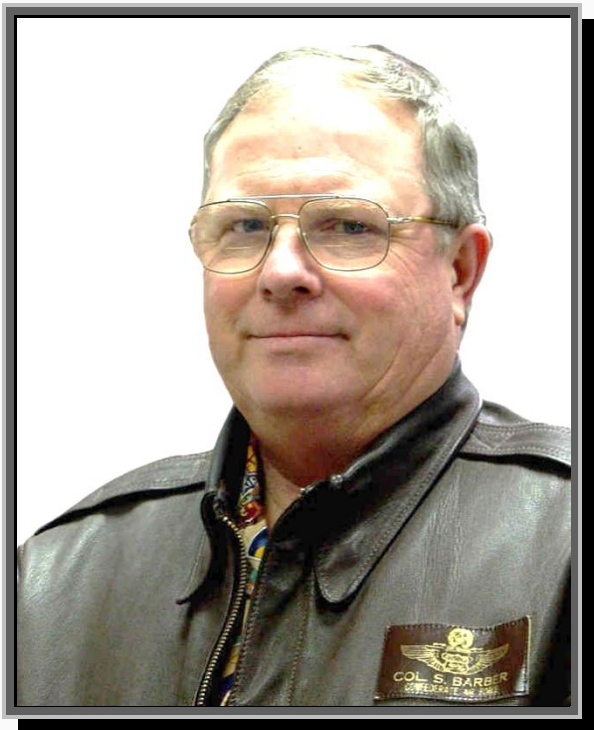
The General Staff recently chose the inductees into the Class of 2015 CAF Hall of Fame:

Colonel Donald H. Woodham

Colonel Stephen W. Barber

The Hall of Fame ceremony and banquet will be held Sat., Feb. 21, 2015 in the George H.W. and Barbara Bush Commemorative Center on CAF Campus. The event is held in conjunction with the Wing Staff Conference.

A full CAF Hall of Fame Exhibit is planned for the future and will house the plaques for each inductee and their memorabilia.



Col. Steve Barber, Sr. – CAF So Cal Wing Leader

How proud we all are that the CAF would recognize our Wing Leader for all the positive things he has done to sustain and advance the stature of not only our CAF So Cal Wing, but the CAF organization as a national entity.

Steve has been in the forefront of our financing and building of our Maintenance and Museum Hangars, and in developing our Wing, with its 9 aircraft in flying status, 2 aircraft in restoration, and 1 aircraft in display status.

He has personally sponsored several of our aircraft, and is responsible for our procuring several other of the aircraft in our inventory.

He not only helps to add to our financial well-being, but also oversees the design, development and building of our facilities. He is now deeply involved with the build-out of our hangar complex with the proposed addition of two hangars on our western perimeter. The construction on this project is due to begin in September. This is merely the first phase of a proposed new CAF So Cal Air Base campus, with a state-of-the-art new Aviation Museum as the anchor.

Steve is active in the procurement of our Wing's participation in air shows throughout the western U.S., helping to add to our Wing's financial status.

Besides all the effort and time he puts into our development as a Wing – and very soon as a CAF Air Base – he finds the time to fly several of our fighter aircraft – including the F8F-2 Bearcat, the F6F-5 Hellcat, the P-51 Mustang, and the Spitfire Mk XIV – plus the SNJ-5 Texan. In addition to flying these vintage warbirds, Steve also is a CAF check pilot on these and other type aircraft.

Steve has been our Man For All Seasons – virtually indispensable to the steady upward development of our Wing. He truly deserves to be in the CAF Hall of Fame! Kudos, Steve, for all you do!



Steve with one of the many Wing aircraft that he flies and instructs on – the North American P-51 Mustang "Man O' War."

MARION RODGERS: A Flying Man of Tuskegee

by Scott Thompson



Sometimes it is hard to believe and at the same time so easy to realize that out of the one thousand or so African American men, collectively known as "The Tuskegee Airmen," at least three of those legendary flying men have called Laurens County, Georgia home. Laurens County is known far and wide across the state for the inordinate amount of her citizens who have meritoriously contributed to the service of our state and our nation. The stories of our three Tuskegee Airmen are a prime example.

You may already know the story of Major Herndon "Don" Cummings. Major Cummings, a native of northwestern Laurens County, was assigned to duty as a bomber pilot to train for the anticipated bombing campaign during the thought to be necessary invasion of Japan in the autumn of 1945. Cummings was among the one hundred or so African American pilots who were arrested for trying to integrate a "white" officers club at Freeman Field, Indiana just days before the death of President Franklin Delano Roosevelt. Freed by new president, Harry Truman, Cummings went on to a successful flying career after the war. His last moment in the limelight came as he sat with other Tuskegee Airmen on the platform during the inauguration of President Barack Obama in 2009. Cummings died during a hospital stay in the winter of 2010-11.

You probably don't know the story of Col. John Whitehead, a young West Virginia born man, who was raised in Dublin, Georgia in his early youth and who became known as "Mr. Death." Whitehead is often credited with being the

first African-American test pilot in the United States Air Force. His story will come later.

But, now, I want to tell you the story of Marion Rodgers. Surprisingly there is little written material available online, mainly a biography prepared by the Commemorative Air Force in its Red Tail project, from which he is quoted herein.

"I was born in Detroit on September 23, 1921 and raised to about age eight in Dublin, Georgia, by my mother. We moved to Roselle, NY in 1929 to live with cousins along with my older brother, Raymond, who raised me from then until after high school. The school system was great. I worked a short while and continued to run track with a team that frequented meets at Madison Square Garden, in Manhattan," Rodgers told an interviewer.



"Some men who were running a huge auto repair garage nearby restored a damaged biplane. I was there many days to observe and finally, after weeks, it flew. I was hooked. The big problem was minorities had no place in aviation," spoke Rodgers of his interest in aviation.

Marion was hooked. He would make his way to airports, where he would stake out a prime stop to watch planes as they landed and took off.

When Marion Rodgers learned to his surprise that the United States Army Air Force would be accepting applications for flight school from African Americans, he took the test. Not surprisingly, the near-genius easily passed all of his entrance tests.

Not immediately accepted into flight school at Tuskegee, Alabama, Rodgers was first assigned to an anti-aircraft artillery unit and then served a short term as a radio operator.

"Then I got called, not to Tuskegee, but to Keesler Field, along with 200 other backlogged aviation Cadet-Selectees for basic training again. Finally we went to Tuskegee, the institute, as students. Finally, in May 1943, I was sent to Pre-Flight Training at Tuskegee Army Air Field - and what an experience that was," Rodgers exclaimed!

But all was not goodness and light. Flight training was both physically and mentally rigorous.

"We went to ground school every day for military customs, leadership, discipline, navigation, aeronautics, radio code, fuel management, weather, aircraft recognition, mathematics, physical fitness, etc.," remembered Rodgers.

Rodgers trained at Moten Field before returning to Tuskegee where he flew the Vultee BT-131 for the requisite 80 flight hours. Promoted to the much more powerful AT-6, Marion earned his 2nd Lieutenant wings.

"I made it, somehow, and was very proud. It was a segregated program. All the instructors in Basic and Advanced Training were white, but most were fair and conscientious. A few should have been somewhere else," recalled Rodgers of his early days in flight school.

After flying the P-40, P-39 and P-47, Marion was assigned to the 99th Fighter Squadron, the famous unit eternally known as the "Red Tails."

"In 69 combat missions I flew 370 hours. We flew escort for B-17s and B-24s with occasional strafing and reconnaissance missions. We never lost a bomber to enemy aircraft and I don't know how we herded hundreds of them into well-protected targets in Munich, Vienna, Budapest, Linz, Salzburg, Stuttgart, Regensburg and Berlin," recounted the former fighter pilot.

His most exciting missions were strafing missions in Southern France, Rumania, Hungary, and Germany, destroying aircraft, locomotives, ammo and fuel dumps, box cars, trucks, and even radar stations. Flying at speeds of up to 600 miles per hour, the P-51s were the fastest thing in the sky.



Rodgers wrote of an August 12, 1944 mission in Southern France, by the 332nd Fighter Group. "It was my first strafing mission. We went into the target area at 15,000 feet. I was the number four man in the lead flight. Our leader brought us over the target, which were radar stations near the coast. Then he rolled his plane over on its back and went down on the target in almost a vertical

dive. I had been nervous up to this time but when I started my dive it all left me. Now my attention was centered on bringing my ship out of the dive because it had gathered tremendous speed and the ground was rushing toward me. I still hadn't located the target. I was slightly to the right of the ship ahead of me and I saw him veer off to the right rather sharply, but I followed the other ships ahead of me while still pushing my own ship through a near split S."

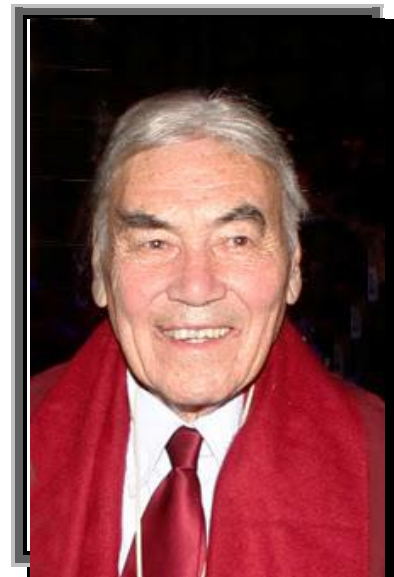
"As my ship leveled out about 50 feet above the ground, I had a glimpse of something that looked very much like the picture we had seen of radar stations. I had a chance to hold my trigger down for two seconds, then zigzagged out to sea on the deck. "When I returned to the base, I found out that our flight of eight had lost two ships, one of them being the ship that had veered to my right. I had no vision of the flak," the Colonel concluded.

After the war, Rodgers was eventually promoted to command the 99th Fighter Squadron "The Red Tails" at Lockbourne Air Base. In 1948, the Air Force was integrated under orders from President Harry S. Truman.

Col. Rodgers, a twenty-two-year veteran of the Air Force and a 17-year Civil Service worker, spent one year working for NASA as a program manager on the mission of Apollo 13. In technical circles, Rodgers was prominent in the development of electronics and communications procedures with NORAD.

Following his retirement in 1983, Rodgers became known for his exceedingly generous contributions of his time to public organizations in his hometown. He also attended as many events honoring the Tuskegee Airmen whenever and wherever he could. In his spare time, Rodgers spent many fun times with his wife Suzanne and engaging in his favorite hobby as an amateur radio operator. Sadly, Suzanne passed away on December 21, 2013.

So there you have it, a short look at the life of a remarkable man - one of us, a flying man of Tuskegee.



**Col. Marion Rodgers, USAF (Ret.)
A proud Tuskegee Airman.**



© Aviation Art "Return of the Redtails" by Matt Hall
Signed by Lt. Col. Marion Rodgers, USAF (Ret.)

CAF So Cal Wing Special Event **Tuskegee Airmen Day**

Saturday, September 6, 2014 / 10 a.m - 2 p.m.

**CAF So Cal Wing Aviation Museum
455 Aviation Drive, Camarillo Airport**

**Featuring: Lt. Col. Marion "Rodge" Rodgers
USAF, (Ret.)**

One of the last remaining Tuskegee Airmen

Our Wing wants to honor Rodge for his service in WWII, and to grant his wish that he take one more ride in a P-51 Mustang, the plane in which he flew 69 missions over Nazi-occupied Europe.

In Memoriam: Lt. Col. Clyde East, USAF (Ret.)

By Michelle Willer-Allred, *Ventura County Star*



**Lt. Col. Clyde East, USAF (Ret.)
July 19, 1921 - July 30, 2014**

World War II flying ace Clyde East would often share his war stories with the visitors at the Ronald Reagan Presidential Library and Museum in Simi Valley, where he was a longtime docent.

It was a chance for those visitors to get a living history lesson from East, who was credited with downing the first German plane on D-Day in 1944, and recognized by the Guinness World Records for the greatest number of combat medals.

Reagan Library officials said they knew they had someone special working with them, even if East didn't always tell everyone the extent of his heroism.

East died Wednesday night (July 30, 2014) at his home in Woodland Hills at age 93.

Duke Blackwood, the Library's director, said the Reagan Library staff is saddened by the loss of East. "Clyde was a family man, dear friend, Reagan Library docent, kind soul and a true American hero. He embodied what Ronald Reagan often referred to as the American spirit; a man who not only served his country, but also his community, and was a wonderful role model," Blackwood said.

East retired as a docent in 2011, but his stories as an ace pilot live on in the Reagan Library. The library recognized East this year as the newest inductee into the American Heroes Gallery, where his medals are displayed.

East grew up the son of a Virginia tobacco farmer, and wanted to be a pilot so badly that he travelled to Canada to fly with the Royal Canadian Air Force because he was too young to join the U.S. Army Air Corps.



Clyde East in his RCAF uniform.

Gen. Dwight D. Eisenhower sent East ahead in a P-51 Mustang to get reconnaissance photos of German troop concentrations at Normandy only hours before the D-Day invasion. He flew through heavy anti-aircraft fire to let Gen. George Patton know what to expect in France.

Clyde amassed more than 350 combat hours in both Mustangs and RCAF Spitfires, and had 13 aerial victories by the end of World War II. One of his "kills" was the first German plane shot down on D-Day. He also flew 130 combat missions in the Korean conflict, and gathered visual and photographic information for President John F. Kennedy during the Cuban Missile Crisis. During his career, East flew over 330 combat missions and was awarded the Silver Star, four Distinguished Flying Crosses, and 43 Air Medals.

"Clyde was our last World War II flying ace, but you'd never know it because he was such a humble guy. He always said, 'I did what I had to do,'" said Art Sherman, leader of Wings Over Wendy's, a group of military veterans.

Clyde retired from the Air Force in February, 1965, after almost 28 years of service.

Clyde's daughter, Suzy Danner, said he was a "wonderful, loving, caring father," who always thought of his family first. He was married for 58 years to his wife, Margaret, who died in 2002. Clyde is survived by his son, Clyde Dennis; three daughters: Jenny Cole, Becky Trask, and Suzy Danner; seven grandchildren and five great-grandchildren.

His funeral service was at St. Jude's Church, Westlake Village, where he had been an usher – on August 8, 2014.

Clyde influenced many, shook the hands of presidents, and yet was cloaked in humility, kindness and generosity. He flew high, soared far and profoundly touched many lives.

Rest in peace, old flyboy, and soar with the eagles.

**Wing Photo Page I: Clyde East,
Mustang Ace - RIP**



Then Capt. Clyde East, USAF in his P-51 Mustang "Lil Margaret" – named after the girl who became his wife for 58 years.



P-51 Mustang "Lil Margaret," of the 15th Tactical Reconnaissance Squadron, returning in late evening from recon mission deep into enemy territory.



© Aviation Art "Dual Victory" by Richard Taylor
Clyde East in dogfight with group of Me-109s on return from recon mission over Schweinfurt – score: 2 aerial victories plus recon photos "in the can."



Here's a modern restoration of a Mustang, with Clyde East's colors and "Lil Margaret" on the nose.



A portrait of then- Capt. Clyde East



Here's Clyde at a recent air show, signing prints of aviation art depicting his Mustang "Lil Margaret," and also signing his book, "The Way It Happened."

Clyde East: Flew Spitfires & Mustangs

This is the fascinating story of Lt. Col. Clyde B. East, who not only distinguished himself by flying dangerous reconnaissance missions during WWII, but also became an air ace as well – with thirteen German planes shot down.

As we see now in retrospect, a career in military aviation during the mid-Twentieth Century was like no other in the history of aviation, and the story of this wonderful career begins in the tobacco fields of Pittsylvania County, Virginia in 1921. On July 19 of that year, the fifth of nine children was born to James and Mary East, and they named him Clyde Bennett. Growing up on the rural family farm, Clyde eventually sought the adventure of military life, and, in 1941 travelled to Canada to pursue his dreams and enlist in the Royal Canadian Air Force at the tender age of 19. He enlisted in Hamilton, Ontario.

Completing his elementary pilot training in 1942, flying the de Havilland “Tiger Moth,” Clyde advanced to the North American AT-6 “Harvard” and was awarded his flying wings and commission as a Pilot Officer (2nd Lt.). He was then assigned overseas to England, completed operational training in the North American P-51 “Mustang,” and reported to the RCAF 414th Tactical Reconnaissance Squadron in June, 1943. Upgraded to “Operationally Ready” status in the “Mustang” one month later, East began his combat career by flying 26 interdiction missions (known then as ‘Rhubarbs’) into France, Belgium and Holland, attacking rail, motor and barge traffic, although he saw no aerial combat during that time period.

East then transferred to the U.S. Army Air Force in England as a 1st Lt., and was assigned to the 15th Tactical Recon Sqdn. Of the 9th Air Force in February, 1944. Clyde began flying the Supermarine Spitfire Mark VB, as the unit awaited delivery of their new recon P-51Bs and Cs. The Spitfires, however, provided some impressive performance. “We flew the clipped-wing version of the ‘5B’ with derated engines,” East commented, “which meant it was much faster and had more power at lower altitudes. However, as you climbed, you lost power to the point that 10,000 feet was about as high as you could really operate well.” By late 1944, East had amassed approximately 200 hours in the ‘Battle of Britain Spitfire,’ as he called the machine. “It was a great airplane for low altitudes, though,” noted Clyde, “and it was the best flying I ever had.”

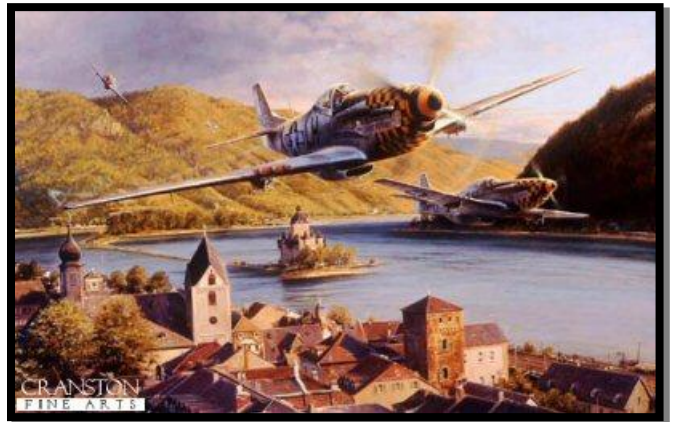
With the advent of North American’s P-51Bs entering service, East’s squadron prepared intensively for the upcoming D-Day invasion of Europe with actual recon missions into France and Belgium, and eventually combat missions over the beachhead and deep into Normandy and western France.

On D-Day afternoon, June 6, 1944, East saw not only his first aerial engagement, but the first of his thirteen kills of WWII when he and his wingman shot down two of the four German planes downed that day. While the landing was in progress, Capt. East’s squadron caught a group of

German Focke-Wulf 190s in a landing pattern over Laval, France. He was the flight leader at the time and brought down the first 190. In doing so, he became the first American pilot to shoot down a German plane on D-Day. This kill was followed by another shortly afterward.

On one occasion, East was halfway through his mission when he spotted a Messerschmitt 109 flying at a lower altitude. The Virginian went after him with alacrity. In writing home about the incident, he described the action: “He never knew what hit him. I made one pass, firing about 75 rounds and must have killed the pilot, for the plane went straight in and burst into flames on striking the ground.”

Capt. East made a significant contribution to the Allied cause in the German counter-offensive in the late fall of 1944. This bitterly-fought campaign is now better known as the “Battle of the Bulge.” As a reconnaissance pilot, he flew many missions leading P-47 Thunderbolt fighter-bomber squadrons to targets such as truck and rail convoys.



© Painting “Eagles Over The Rhine” by Robert Taylor
Clyde East’s signature is on this painting of him and his wingman flying over the Rhine River in their P-51s

In one remarkable episode, he was assigned the task of guiding the fire of the eight-inch howitzers of George Patton’s Third Army artillery. They were engaged in attacks on rail marshalling yards at the town of Trier, near Luxembourg. The doughty captain spent two memorable hours dodging anti-aircraft fire from altitudes of 13,000 feet down to 300 feet in his P-51 Mustang – while directing fire at the targets. The raid was highly successful.

When WWII in Europe ended, his unit was in the process of reorganizing for the invasion of Japan – when VJ Day came about. East returned home after the war as Pittsylvania County, VA’s most highly decorated veteran, but remained in the Air Force. He was one of the veteran pilots assigned to the new jet aircraft. He was the flight commander of the first Air Force squadron to be equipped with the jet-propelled RF-80A “Shooting Star.”

Clyde had been decorated by the governments of England, France and Belgium. His WWII record shows that

he flew 200 combat missions in which he accumulated a total of 350 hours of combat time.

His own country awarded him the Silver Star, the Distinguished Flying Cross, and the Air Medal with an incredible 36 Oak Leaf Clusters. Before his 25 years of service were completed, he was to add more repeat medals to the above, plus five more Oak Leaf Clusters to his Air Medal.

When the Korean War erupted in 1950, Capt. East found himself again in a deadly shooting war. By August, 1951, he had flown 130 more combat missions and picked up more decorations, including two more clusters to his Distinguished Flying Cross. Promotions followed.

When the Korean War wound down, Major East took several assignments training pilots for combat. A stint at the Air Command & Staff College followed. Few of his hometown neighbors who watched the Cuban Missile Crisis unfold on television in October, 1962 were aware that one of their own, Lt. Col. Clyde East, was engaged in missions as dangerous as combat. He was a wing commander on one of the units that flew 100 visual and photo missions as ordered by President John F. Kennedy and his staff over a three and one-half week period. That hazardous duty earned him a third cluster to his DFC.

Lt. Col. East remained in the service until his retirement in 1965, after which he joined the Rand Corporation as a civilian. Today he lives with his wife in Oak Park, CA, where he leads a busy life keeping up with his six children and seven grandchildren.

The events of 9/11 have made Americans aware of how essential it is to have dedicated servicemen and women, and how lucky this nation has been to have men like Clyde East on hand when our freedoms have been threatened.

Thanks to Herman E. Melton and the Star-Tribune, Chatham, VA for excerpts of this article.



Clyde receiving accolades during his special day at the Ronald Reagan Presidential Library & Museum, when the museum honored him for his WWII exploits.

Note: This article was first published in the "Flight Line" of February, 2011.

Six Things that Caught My Eye at Oshkosh



by [Adam Smith](#),



[AirVenture Oshkosh](#) 2014 has just concluded, an excellent week with big crowds and the kind of cool temperatures the organizers pray for. Steve Brown and I spent a few days exploring opportunities for CAF and the National Airbase project. We had very productive meetings, and got some exciting projects moving.

Having a golf cart is invaluable in getting around the huge site for meetings. The Oshkosh tradition is that, if you're privileged enough to have a golf cart, try where possible to stop and give rides to pedestrians. Steve picked up one gentleman making the inward trek from the parking lots. "Where are you headed?" we asked. His weary face brightened: "The warbirds... I love those warbirds!"

This is not an unusual reaction. Every year EAA does a survey of the reasons people visit AirVenture and the warbirds are consistently ranked #1. I've sometimes heard it said that interest in World War II will dwindle as the "greatest generation" dies away. I disagree, if anything, the interest seems to be growing through the descendants of those who participated. And the aircraft we fly have an enduring public appeal.

Anyway, here's a quick review of a few things that stood out for me at this year's Oshkosh.

1. Warbirds in Review

I've been saying for a long time that the Warbirds in Review program is one of the best things at Oshkosh. Under the leadership of Connie Bowlin it just seems to get better and better each year. The basic idea has always been to pair incredible airplanes with interesting people. But the program stepped up a level in 2014 with a new

format that made the whole thing feel more like a “show” experience. The (excellent) living history group got involved, there were live singers doing period music and a three-camera setup feeding into a jumbotron. We have been thinking of similar things for the CAF National Airbase, and seeing the packed bleachers at Warbirds in Review encourages us to continue in this direction.

2. ICON

Whatever you think about [ICON](#) it's hard to deny the little amphibious LSA has been masterfully marketed. I spent time in their tent studying how the airplane was displayed. Why? Because of the way they use sound, light and video around the aircraft to create a powerful, dramatic atmosphere. The more I've worked with aviation museums, the more I've come to believe in the importance of techniques like this to impact the visitor experience. ICON do it really well.

3. Growler Simulator

I queued for 40 minutes in the hot sunshine to get inside an enclosed 18 wheel trailer that had been brought in by Boeing to build public support for federal funding of their EA-18G Growler. It was billed as an exciting flight simulator experience. The reality? A complete waste of time! Sometimes you can learn by observing how not to do something, this was one of those times. It also reinforced what a good job the CAF Red Tail Squadron has done with the “Rise Above” traveling exhibit. They did not have the budget and resources of Boeing, but did an infinitely better job.

4. Dick Cole's flight in *Miss Mitchell*

CAF was well-represented at Oshkosh with *Diamond Lil* taking pride of place on the central display ramp and several other CAF airplanes present too. It was nice to see *Gunfighter* participate in the missing-man tribute to EAA's founder Paul Poberezny, and I was impressed by the industrious T-shirt sales operation around *Devil Dog*. But as a CAF highlight it's hard to top the emotional flight that 98 year old Dick Cole who to a ride in the Minnesota Wing's B-25.

5. One Week Wonder

I thought this was the best thing at the whole event. It began with a good idea – build an entire airplane in public, in just seven days. And the project was superbly executed. What I liked best was how the team took time to educate and involve the public along the way. For example over 2,500 people (including hundreds of kids) actually put a rivet in the airplane and signed their name next to it. We're cooking a set of ideas about how to do public aircraft restorations at the CAF National Airbase. Some museums have tried this in the past but I don't think anyone has ever nailed it cold. The One Week Wonder

gave some very helpful clues. Maybe next year EAA could try building a WW2 bomber in 24 hours... [it's been done before](#).

6. iflytheairshow.com

This interesting new company was doing a proof-of-concept demonstration, streaming live HD video from airborne aircraft to the internet, where viewers can take a “virtual ride” choosing from several camera views. Steve and I saw some of the footage and it was of extremely high quality. We talked to the company and can see some interesting uses of this technology. For example, I'd like to see the CAF National Airbase as a hub for distance education, serving educational programs into schools all around the country. The majority of schools in the USA are now tied into distance learning networks that allow this. And how cool would it be if classes could fly along in an airplane and even talk to the crew? If this sounds far-fetched I can tell you that several aquariums are already taking school classes under the sea with scuba divers. And we now have a technology that allows us to do it in the air.

Note: Adam Smith is Executive Vice-President of CAF, responsible for the design and implementation of the Air Base concept.

SAFETY CORNER by Gene O'Neal, Safety Officer

“Thank you” to everyone for working SAFELY during the air show. It was a very good show and we all made it a SAFE one. It was a very big job - thanks again to all. Now we can work toward doing even better next year and during our daily ramp operations.

While it is fresh on your mind, please write up any things that you would like to see done better and more safely. Your inputs are important because SAFETY BEGINS WITH YOU.

Waste oil. We have a problem. The waste oil pick-up vendor could not empty our barrel because his suction hose plugged up with junk - like safety wire, gaskets, hardware, tape, and junk.

WHY? A barrel of drained oil is NOT a trash can. Please – do not put anything but waste oil in the Waste Oil Barrel. I have made a screen for the waste oil funnel. Make sure the screen is in the funnel before you dump the oil, hydraulic fluid, or solvent in the waste barrel. And then please clean the screen as you clean up the area. Leave the screen in the funnel.

BE SAFE AND KEEP OTHERS SAFE.



A Submarine Hunter Becomes a “Search Engine”

by Neal Blaney

Editor’s Note: Neal Blaney, at the time of writing this article, was an S2F “Tracker” pilot and Service Information Officer aboard the carrier USS Philippine Sea (CVS-47). Neal is a friend who lives in Camarillo.

This is a story of a ship – a ship whose business it is to hunt down submarines. To do this she carries with her, on her great flat deck and in her large city-like insides, aircraft which she sends out to probe the surface and the depths of the sea for her quarry.



A photo of his ship taken from his Grumman S2F Tracker by Ltjg Neal Blaney, USNR

It is men who run this ship and who fly her aircraft. Without her men she is a lifeless hulk, but with them, she becomes vibrant with personality. Something more than a man and a machine, she becomes, in her own unique fashion, a living extension of America. Her life’s blood is known as teamwork.

The story starts on a quiet Sunday morning, January 12, 1958. Most of her men who are off duty are taking advantage of the holiday routine by sleeping. She is alone on the sea, one day out of Pearl Harbor, enroute to the Far East. At 8:00 a.m. a message comes in – an Air Force C-97 plane, with seven crewmen aboard, is believed to be down at sea some 300 miles away. The huge 4-engine transport was last heard from at 3:39 a.m. that morning and was believed to be lost somewhere between Hickam Air Force Base (Hawaii) and Johnston Island. Seven hundred miles of ocean lay between those two points. The ship was ordered into the hunt.



Boeing 377 (USAF Version C-97)

No longer was it a quiet Sunday morning. At full speed, she set out on her new course to intercept a point midway between Hickam and Johnston. Pilots and crewmen began filling her ready rooms. Her flight deck was cleared and aircraft readied for launch. New charts were broken out, new lines made on them, new messages sent and received. If there were seven men to be found out there, this ship was going to find them!

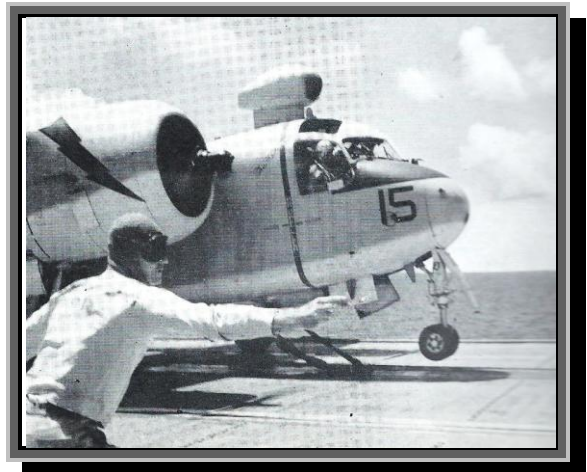
There was a reason for her determination. Just two months previously, she had been ordered into another search for a missing airliner, the Pan American “Romance of the Skies.” Called from her home port in Long Beach, California, over one thousand miles from the estimated scene, she was three days late arriving in the area, and had spent another three days in pinpointing the crash site. Almost a week later, all that was to be found was scattered debris and 19 dead – of the 44 persons aboard the airliner.

This time it was different. She was virtually on top of the scene, and her time late could be computed in hours instead of days. The big ship’s pulse throbbing hopefully, she made ready her plans as she closed in on the subject area at 25 knots.

This is what she knew: the missing MATS C-97 had seven crewmen aboard, no passengers. It was enroute from Hickam Air Force Base, Oahu, Hawaii to Kwajalein Island. The cargo plane had radioed its first position report 100 miles out from Hickam at 3:15 a.m. Sunday morning – on course, everything normal. Its second radio report was also normal – this one at 3:39 a.m. and approximately 210 miles out, on course.

The third report was the one never received. It had been due at 4:39 a.m., one hour later and 200 miles further on. This was the point towards which the ship was heading.

By noon she had closed to within 200 miles of that position, close enough for her planes to reach it. Laying out a box 100 miles wide and 130 miles long, with the estimated fix point at its center, she drew in search legs for her planes to fly.



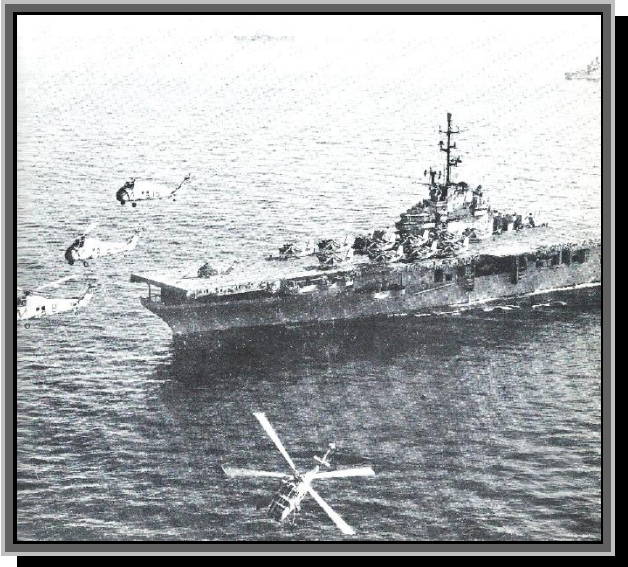
Grumman S2F Tracker launching from the deck of the USS Philippine Sea – ready for the search.

A Submarine Hunter Becomes a “Search Engine,” continued...

At 1:00 p.m. exactly the first searchers were in the air. Twelve of them, flying four miles apart, were directed by the ship to their starting point and began sweeping through the area.

Nothing was found Sunday afternoon or night. The big ship timed herself to be exactly over the spot in the center of that search box at first light on Monday morning. Then, spreading her aircraft like giant wings out to 75 miles on either side of her, she began moving back up to the flight path of the MATS plane – toward Hickam AFB.

Every three hours she would pause for a few minutes, gather in her droning searchers, and send fresh ones to take their places. Every hour she was fifteen miles closer to Hickam, and was finely combing a swath 150 miles wide as she moved.

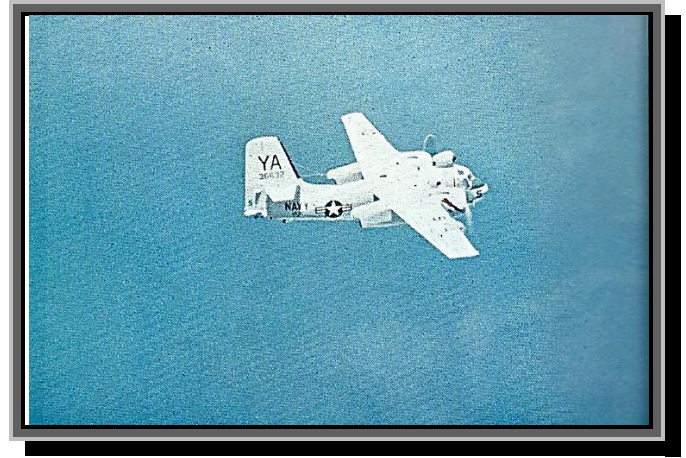


The “Fightin’ Phil” ready to take back aboard some of her HSS-1 helicopters – after a search mission.

At 4:30 Monday afternoon, her pace suddenly leaped. Swinging sharply to a new course and straining at flank speed, she steered for one of her hovering helicopters 20 miles away – she had found what she was looking for.

What she found was not pretty. A tremendous crash had taken place, and no one involved in it could have survived. Sitting quietly on the water, while her helicopters and small boats spotted and recovered the floating debris, her saddened thoughts were that only 32 hours had elapsed from the time when she was first notified until now. If only she could be helping live men into those boats instead of bits of wreckage.

Yet there was one ray of hope – suppose some of the men had bailed out before that terrific impact. They could still be floating around out there, and not too far away. In the gathering twilight she made her plans for the next day’s search.

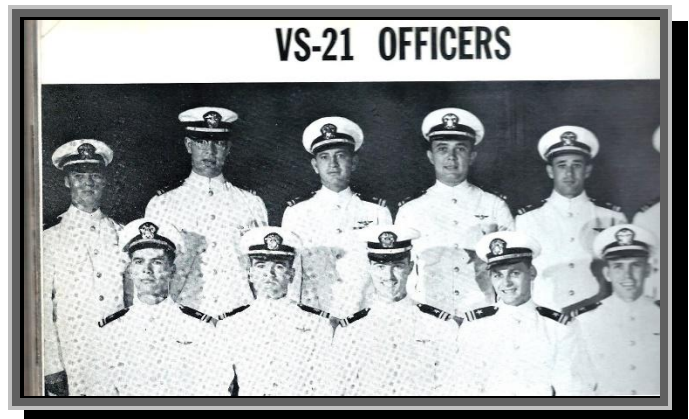


Grumman S2F Tracker of VS-21 off the USS Philippine Sea (CVS-47) – in search mode.

This morning at dawn, her planes were in the air. Now they knew where to look, and drew together tightly so as not to miss a single speck of surrounding waters. Hour after hour passed, with nothing sighted, and then, by message, came the crushing blow – the MATS plane carried no parachutes. Her crewmen could not have bailed out.

It is now dusk. The last of the helicopters is perched safely aboard, and its dying engine is returning the big ship to her normal quietness. Her bow is pointing towards the west again, having given all the remains of the crash to a smaller ship to return to Pearl Harbor. She will soon be alone once more on the vast Pacific, heading towards a new job in Far Eastern waters or wherever else she is called.

Whatever that job is, she will do it well. She is the USS Philippine Sea (CVS-47), as fine a ship as you will ever find in the United States Navy.



Some of the pilots of VS-21 who flew Grumman S2F Trackers off the USS Philippine Sea. Ltjg Neal Blaney, USNR, is in the middle, bottom row.

Note: Almost all the photos (excepting the one of the C-97) are from the cruise book of the USS Philippine Sea – “Headliner” – for the 1957-1958 cruise. Thanks to Neal Blaney for not only the article, but also for use of the photos from the cruise book.

Wing Air Shows: 2014

Date	Location	Aircraft
Aug 23,24	Wings Over Camarillo	All Aircraft
Sep 6,7	Sacramento	F6F, SNJ-5, Spitfire
Sep 19	Edwards AFB	Spitfire
Sep 20	Lake Tahoe	F6F, Zero
Sep 27	Redding	F6F, SNJ-5
Oct 24	Los Alamitos	F6F
Oct 24	Thermal: Jackie Cochran Air Show	F8F, Spitfire
Nov 7-9	Nellis AFB	F8F, SNJ-5, P-51

If you are planning to attend one or more of these air shows, please check with us at 805-482-0064 before you go, as sometimes dates change.

Wing Sick Bay

Dick Troy has been laid up for some time with a gastrointestinal problem and will be home for a period of convalescence. Please give him a call at 805-583-5366 or you can e-mail him at: konvair@aol.com. We're all looking forward to seeing you back at our hangars,

Dick! Get well soon.

Another of our members for you to remember in your prayers is [Jim Tierney](#), who has been very sick for a long time. He is currently at home under hospice care. His son Jim and his daughter Joyce are taking turns being with Jim and his wife Jean.

If you can take the time,, please call Jim and tell him you are thinking of him: 805-522-7067, or you might e-mail him at: jimerniet@aol.com.

We are all pulling for you Jim.

A True Modern-Day Icarus



Only Col. Jack Brinckerhoff lived to tell about his exploits flying his paraglider high in the Swiss Alps. Jack wanted us to see a real foot-launch pilot actually flying his aircraft – as contrasted to a previous photo of a foot-launch pilot standing next to his craft.

Wing Staff Election Notice by Dave Flood

This year we will be voting for four Wing Staff positions – Wing Leader, Executive Officer, Maintenance Officer, and Safety Officer – to serve during the term from January 1, 2015 to December 31, 2016.

Our Wing Leader, Steve Barber, Sr., has appointed Bill O'Neill to be chairman of the Nominating Committee. Bill has appointed Mike Hohls and Paul Kleinbaum to serve with him on the Nominating Committee.

The election will be held on Saturday, November 29, 2014, and will be by written ballot. A ballot will be printed in the November issue of "Flight Line." That issue will be published prior to October 29, 2014 – in order to give the membership at least 30 days notice before the voting date.

Results of the election will be announced at the Wing Christmas Party on December 5.

For descriptions of the duties and responsibilities of each of the four offices to be voted on – please consult our CAF Regulations, which will be posted on the bulletin board opposite the "O Club," and will also be published in the October "Flight Line."

We hope that a number of you will decide to put your name in nomination for one of these offices. We urge you to consider serving in the important capacity of a Wing Staff Officer. We need forward-looking, hard-working members to step up and be willing to make the right decisions our Wing will need so that we can continue to progress in the future.

In the October issue of "Flight Line," we hope to have a list of candidates, with bios and photos – for the members to consider. If you are interested in running for one of these positions, please contact Bill O'Neill at: scwairshow@aol.com.

CAF So Cal Wing Highlighted in "Dispatch" for August

Leah Block, the Editor of "Dispatch," the CAF's super monthly news magazine, has worked diligently with our Public Information Officers, Pat Brown and Mike Greywitt, and with the editors of our monthly newsletter, "Flight Line" – Dave Flood and Casey de Bree – to publish a three-page story on our Wing and where we are going as a Unit of the Commemorative Air Force.

Check it out by using the link below:

<https://mail.google.com/mail/u/0/?tab=wm#inbox/147ea8cf881e2b31>

See pages 12 – 14 for the story.

Kudos to Leah Block for a job well done!

Wing Photo Page II



© Photo Courtesy Sheryl O'Neil

Col. Sheryl O'Neil, pointing to her blue-ribbon photo . She won the award at the Ventura County Fair – garnering first place in the Patriotic category. Congrats, Sheryl!!



© Photo by Sheryl O'Neil

And here's the blue-ribbon photo – taken from Darren Moore's T-34 during the formation flight of T-34s to Santa Barbara for a memorial flight. Michael Malaco is in the middle, and Marc Russell the far one.



© Photo by Dave Flood

The Aviation Museum's display honoring the memory of the AVG – better known as "The Flying Tigers." Thanks to Charlie Carr and crew for this gem.



© Photo by Dave Flood

Col. LaTanya Barber, with her two grandsons, Luke and Jake – trying to give her a ride on the golf cart. LaTanya is responsible for all the wonderful business we have been billing for hangar events. She spends countless hours making sure every event is done to perfection. Thanks, LaTanya, for all you do!



© Photo by Ron Fleishman

A labor of love! Jessica Bauman painting the halos on the names under the cockpit of our Bearcat: Ken Kramer, Dean Browne, and Phil Most, F8F crew chiefs who have "gone west." RIP



© Photo by Dave Flood

Col. George Sands putting finishing touches on "Bluebird's" wing. George is one of our few who excel in painting and finishing fabric for our warbirds.

Wing Photo Page III: Bill Main's 90th Birthday

© Photos by Dave Flood

On July 31, Carol Bachman and her husband Gary provided a celebratory luncheon party for Carol's dad, Orville "Bill" Main, in our Aviation Hangar to mark his 90th birthday. A good number of Bill's friends were in attendance, and everyone enjoyed the food and the camaraderie. Bill joins four other of our members who have reached the vaunted age of ninety – Les Bedding, Jim Hinckley, Russ Drosendahl and Joe Peppito.



Bill, at right, with fellow nonagenarians – Les Bedding (Left) and Joe Peppito.



Bill receiving a gift of wine from an ardent admirer.



Some of the friends who attended the gala.



Bill, surrounded by his many friends.



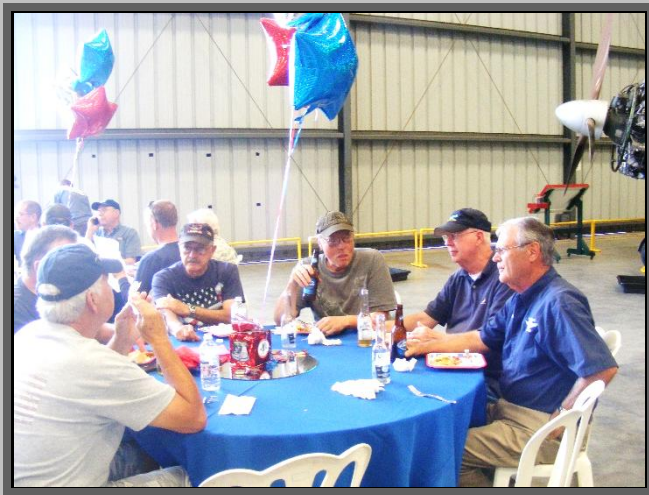
Four of the 90-year-olds, (from left) Les Bedding, Joe Peppito, Bill, and Russ Drosendahl. Bill is on the 'phone to the fifth – Jim Hinckley.



Bill's youngest friends, Luke and Jake Barber, were at the party with their mother Holly.

Bill has been a Wing member for many years, starting out as a CAF pilot (SNJ-5 and C-46). He served in the USAF during WWII as a pilot on B-17s making regular runs to German cities from bases in England. Bill did an extended tour – with 35 missions over Nazi targets. Happy Birthday, Bill – and we hope for many more!

Wing Photo Page IV: More Bill's 90th



More of the many friends attending Bill's party.



Old friends Terry Cedar and Chris Rushing get to trade information at these shindigs.



All of us got to see Les Bedding, who we don't see on a regular basis. Here's Sheryl O'Neil saying "hello."



Party attendees waiting to receive plates of delicious luncheon food and drink.



Bill's nicely-decorated birthday cake! Logos include: The 8th Air Force, American Airlines, and CAF So Cal Wing.



Bill, a very happy 90-year-old, with his daughter Carol, who has been his partner at CAF So Cal Wing for many years. Their latest project is to index all important subjects in the archived "Flight Lines," since 2006.

CAF So Cal Wing

Unit Staff Meeting Minutes July 19, 2014

Opening

The regular meeting of the CAF So Cal Wing was called to order at 10:05 am on July 19, 2014 in the O'Club by Wing Leader, Steve Barber.

Staff Officers Present

Steve Barber, Ron Missildine, Ken Gottschall, Paul Willett, Janet Rizzoli

Approval of Minutes

To be transcribed

Open/New Business

Wing Leader Report—Steve Barber

- Will not be going to Reno this year; no money, no rooms; new crew running the air show
- A/c events are on the board in the mx hanger
- Ron M and Steve came to an agreement with B-25 group to rent out hangar space and tie-down space for the C-47
- New Hangar
 - Met last Tuesday with Butler Building and architect Walt Calhoun to go over plans to make sure dimensions/features are correct
 - Sept 6th is County meeting. Will present case and get our airport lease approved. If approved hope to break ground in Sept with 4 months to complete.
 - Our existing lease extends to 40 years with the new hangar investment making our lease good for 26 more years
 - New hangar will be on a 30 year lease
 - Once our lease is approved, EAA will sign a new lease with us
- Sub-lease for annex expires end of July. Ron M. and Steve B. will meet with airport to negotiate lower rate.
- Spitfire tax; State wants us to settle; Steve B. called firm handling case and the State has not provided them with the information they had requested. We are not to negotiate with the State; the firm will do that. May take another 6 months to 1.5 years to resolve.
- State Franchise Tax Board looked at our website and noticed we do a lot of special events and say we may have unrelated business income tax. Ron M., Steve B. and Paul W. will be going to the Ventura Gov't center on Tues to look into it. We should not have any tax consequences.

- Week before air show, clean up maintenance office as it will be used for air show accounting again this year and no one will be allowed in the office
- Historic Flight Exemption rules have just been updated; Ron M. has put them in every a/c log book that we carry on a/c. Needs to be there if we ever get ramp checked and we're giving a ride
- Christmas party; board will come up with cost comparisons between having it at Wedgewood or at the hangar.

Safety Report—Steve Barber

Found eight cadets on a tug—make sure that doesn't happen

Finance Report—Paul Willett

- Current cash: "We are not broke"
- Outstanding Bills to pay on 1-17-14 (insurance & ANUAC)
 - (Ward brothers)
 - (Operating accounts payable)
 -
- Aircraft/airshow appearances: We are doing very well this year so far.
- Hangar events:
 - June; six events
 - July; four events
 - Year to date: outstanding, plus remaining Camarillo Beer Garden and Halloween party
- Outstanding
 - Everything current; no outstanding accounts receivable except for 2014 dues stragglers
 - 171 paid dues, Casey, has updated list of those outstanding
- Other
 - Made repayments to building fund for Feb & Mar, will use current cash on hand to get caught up for Apr, May, Jun, & Jul
 - First engineering bills in the next round of building expenses are starting to come in.

Maintenance Report—Ken Gotschall (Mike Perrenoud reporting)

- Spitfire fuel tank issue hopefully resolved by the airshow
- Zero-can't get proper tires, figuring out a workaround
- T-6's – pilots gearing up for formation flying so they can get their FAST cards
- Mustang – ok
- Bearcat – has issues that are being addressed. Gary Barber has offered to be crew chief for Bearcat

Museum Report—John Knopp

Executive Officer Report—Ron Missildine

Airshow help—signups for help will be posted on the board

- PX – ordered \$8,000 worth of inventory to replenish existing sales and last through Christmas; need volunteers
- C-46 tours; need someone to take the lead; may give away C-46 lapel pins
- Cadets; Talked with Joe and Jim—need tables and chairs set up for cadet program. Need to look at opportunity to generate income for their program. Sell a/c parts and solicit memberships.
- Membership table; try to get them to sign up for entry level participation then upgrade later to Colonel
- Need tug drivers, wing walkers

Special Events Report—LaTanya Barber

- Booked Motor Trend photo shoot; introducing two new cars, the Camaro and the Dodge Challenger SRT will be called the Hellcat (Front cover)
- Engagement photo shoot July 31st
- August busy working on airshow licensing for Beer Garden at airshow; will also serve margaritas this year
- Sept; will be doing new ads with Vern Morseman
- Have ant infestation; Per Steve B--call pest control.

Other Items

- Ken Barger – What's going to happen with EAA metal hangars? Once we get the lease signed with EAA, the hangars are ours and they need to be removed. Buyers are interested in one, maybe the other can be used as a paint booth; however no place to put them until we build the museum, so may have to store them by annex.
- Shirley Murphy – Have we found new leader for Cadet program; per Steve B, looking for one
- Casey deBree – Backflow valve in street is still leaking; need to call plumber. Will call plumber and also exterminator
- Vern Morseman –Model contest is work in progress; will talk with Charlie Carr

Adjournment

Meeting adjourned at 10:55 by Steve Barber. The next general meeting will be at 9:30 on August 16th in the O'Club.

Minutes Submitted By:

Janet Rizzoli, 8-9-14

Wing Christmas Party

Our annual Wing Christmas Party will be held on Friday, December 5, 2014 in our Aviation Museum Hangar. Please mark your calendars and plan to be with us as we celebrate together – not only Christmas, but also a successful year for our Wing.

Our caterer will be Giovanni Tomba, owner of Bistro 13, a well-known Camarillo restaurant. A very sumptuous dinner will be served, and entertainment will be provided. We will have a “flying circus” within the confines of our Aviation Museum Hangar! A cash bar will be available.

Our annual Wing Auction – a source of much merriment and a financial boon to our Wing – will be conducted – hopefully by our Auctioneer Par Excellence, David Baker.

There will be heaters provided to keep the hangar warm – although our good cheer and the friendly atmosphere will help to enhance the ambience.

Cocktails will be at 6:00 p.m., with dinner served at 7:00 p.m. Cost per person is \$35, the same meal price we have charged for the past four years. No inflation there!

It is not too soon to get your reservation, with your check covering the number of people in your party, to our Finance Officer, Paul Willett. Send it to Paul at:

CAF So Cal Wing, 455 Aviation Drive, Camarillo, CA 93010 – or give it to Paul in person.

A special service is going to be provided this year. For those members who do not drive, or for whom driving at night is a problem – we will provide a shuttle service from your home to our Aviation Museum (and to home after the party). Please notify Paul when you send in your check that you would like to benefit from this special service.

Please start collecting those really nice things you will be donating to our Wing Christmas Party Auction. We hope to have a good supply of items for David to auction off. Every year it is always fun for everyone attending our party to participate in the bidding for the lovely and unusual things our members bring to the party. It will help David present the items if you will add a brief note, describing the item's history and/or worth.

We are looking forward to a wonderful Wing Christmas Party to celebrate a very successful year for our Wing!

Wing Photo Page V: Wings Over Camarillo – Pre-Show Pics

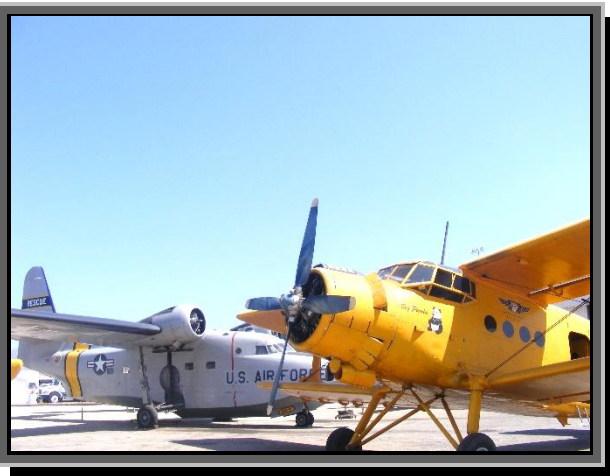
© Photos by Dave Flood



Col. Randy Sherman's Boeing Stearman with the CAF's Cable Airport 3rd Pursuit Squadron's Russian AN-2 Antonov in the background.



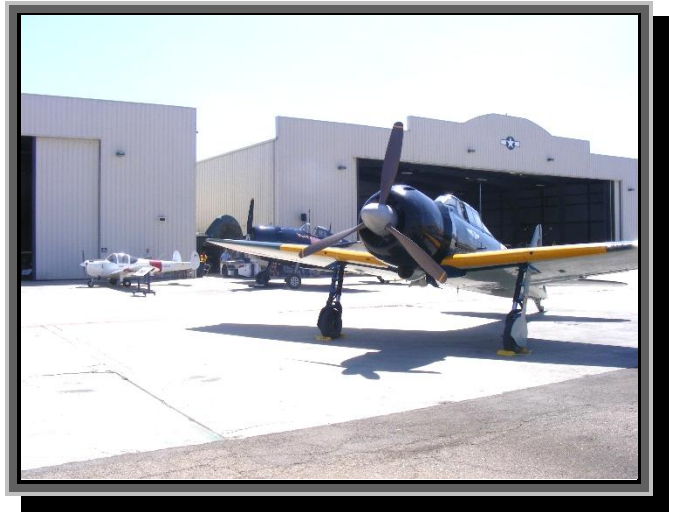
The Planes of Fame's crowd-pleaser, the Northrop N-9M Flying Wing – always a welcome attraction.



The Antonov, a slow-flying STOL aircraft that can get into, and out of, tight spots – with the Grumman Albatross in the rear.



Our SNJ-4 Texan "Bluebird" – under the "mother hen's" wings (the mother hen being our Curtiss C-46 Commando "China Doll").



The unique Mitsubishi A6M3 Zero, with our F6F-5 Hellcat, and the "mighty mite," Alon Aircoupe – all poised to participate in the Wings Over Camarillo Air Show.



One of the highlights of the Wings Over Camarillo will be our beautiful North American PBJ-1J Mitchell *Semper Fi*. She's straining to get into the air!