

# The Eagle's Scream



## Commemorative Air Force Florida Wing

Volume 5 No 5

December 2011



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#### Adjutant:

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### Wing Leader Remarks

Colonel Chuck Downey



Kudo's to Colonels Ann, Dick, Chip, Pat & Chuck for securing six new members as reported in latest "dispatch". As stated before, we must continue seeking qualified, motivated candidates to replenish our wing's ranks. Colonel Lou's excellent hangar management imprint is gone, sorely missed, needs replacement. Colonel Ken Brownell will look after key utility elements of our hangar property but I'm asking each 'tbn' Colonel to "tidy up the battlefield" at day's end. Look for and correct unsafe situations as you see them! Personal injuries not approved!! Wear bump hats.

We are planning to fly our 'VT-10' Avenger by May 15, 2014. Engine start preparation has been under way since early summer. This event marks significant progress but structural detail work remains. My sincere thanks to Colonels for their accomplishments thus far.

Shifting focus, I share with you anecdotes about VT-10 and attack by task group 58.4 April 7, 1945 on IJN Yamato. At 1410, one random torpedo, dropped by Ltjg Jack Young hit the 'Yamato's stern, knocking out all power, jamming her turrets, freezing her rudder in hard left position. As her list increased, Yamato took more 'fish' from Yorktown TBMs, prompting her to disintegrate violently at 1423 with a thunderous explosion. VT-10 pilot Lawrence reported "she just lifted out of the water,"--- by the time the debris and smoke had dissipated, the mighty Yamato was simply gone"

## Executive Officer's Report

*Col. Stanley R. Mitchell*

Welcome back to our Northern Colonels. We have been looking forward to your arrival. Because of the winter weather in the Northern Latitudes, I'll speculate that you've been looking to the mild weather of Florida. For the next six to seven months, there will be a lot of opportunities to participate in the Florida Wing activities.

### Stuart Air Show

The Wing participated in its first air show of the season at Stuart, Florida on November 11 – 13. The Navion L-17 was flown to Whitman Field. The PX trailer was hauled from the hangar and set it up at the "assigned" location on the field. After the tent was set up, we were free to view the other vintage aircraft and exhibits on the field. In the evening, all of the participants were invited to the "Dirty Flightsuit Party". The colonels of the Florida Wing were treated to a free dinner, a twilight air show and a fireworks display across the sky.

On Saturday morning, the merchandise was set out for sale. The weather was perfect for an air show. A large number of visitors entered the gate near the Florida Wing. Due to our location, we didn't experience much in sales this day. As we found out later, a miscommunication among the event staff occurred leading to being placed in a location that was not ideal.

After setting up on Sunday, the sales of merchandise proceeded at a better pace. At the end of the air show, the PX trailer was packed and all of us return to DeLand. The profits did not meet the yields at the 2010 Air Show, but we were satisfied.

### Valkaria Air Fest

Our next air show event will be February 18, 2012 at the Valkaria Municipal Airport. The plans for attendance by the PX trailer are in process. Please contact Col. Stanley Mitchell or me for more information.

### Bob Robbins Memorial Museum Library

The library continues to collect books and artifacts of aviation interest. Recently, a sextant, in excellent condition, was donated to the Museum. Along with the WWII Kodak Astrograph, we are able to develop a program that will demonstrate methods of navigation used during the war. Anyone interested in teaching young people the principles of operation of these instruments are welcome.

The Wing welcomes Pam Sokoloski, wife of Col. Tim Sokolowski, in organizing and cataloguing of the collection donated books. Her help will be greatly appreciated.

### TBM Restoration

The restoration of the TBM is back on track with the return of our Northern snowbirds. All of us are hoping that the target date established for the start-up of the engine will be met. The roar will certainly attract a lot of attention on the airport.

### Annual Wing Meeting

Finally, every member is encouraged to attend the Wing's Annual Meeting on December 10<sup>th</sup> at 11:00. Not only will we be voting on our leadership for the next two years, we will be getting updates on plans for the next year. Remember, there will be a luncheon after the meeting. Please contact Col. Ann Conway for your reservation and the title of your dish to pass. The Wing will serve free hamburgers, hot dogs and brats.

### Adjutant's Call

*Colonel Ann Conway*

Just a reminder that the Annual Meeting and Election of Staff Officers is scheduled for **Saturday, December 10, 2011 at 1100 hours at the hangar**. There are three vacancies to be filled on the elected Staff and the following Colonels have been nominated:

Executive Officer - Colonel Stan Mitchell  
Operations Officer - Colonel Steve Moddle  
Finance Officer - Colonel Woody Sprouse.

Colonel Woody is a new member and has graciously agreed to do this **most important job**. He is highly qualified. Our grateful thanks Colonel Woody.

After the meeting we will be serving a Christmas lunch. All are invited...members, family, guests. The Wing will furnish and cook hamburgers, hot dogs and brats on the grill. Members are asked to bring a side dish... e.g. potato salad, veggie salad, baked beans, cold slaw, scalloped potatoes, whatever your favorite pot luck dish...or a dessert.

**PLEASE RSVP TO ME BY EMAIL (f32br@aol.com) OR PHONE, (673-5742) IF YOU ARE COMING AND WHAT YOUR SIDE DISH AND MEAT SELECTION WILL BE.**

# Welcome in the 2012 with EAA Chapter #635

By Col. Stanley R. Mitchell

On January 1<sup>st</sup>, 2011 EAA Chapter #635 started a New Year's Day tradition by inviting their members, CAF-Florida Wing friends and other guests to their hangar to enjoy Bean Soup and Cornbread. Again this year, January 1<sup>st</sup>, 2012, the Chapter is hosting their **Second Annual News Year's Day Bean Soup Event** at their hangar (across from the CAF hangar). There will be no cost. Hoppin' John--Bean Soup with Ham--(and Bean Soup with Greens only for vegans), cheese, coffee and Iced Tea will be served. If they wish, the attendees may bring dessert. **The festivities will start at 1200 hours (noon).** All of the CAF Colonels who are able should try to attend.

## Basis of the Custom

Eating Hoppin' John on New Year's Day is thought to bring a prosperous year filled with luck. The peas are symbolic of pennies or coins, and a coin is sometimes added to the pot or left under the dinner bowls. Collard greens, mustard greens, turnip greens, chard, kale, cabbage etc. along with this dish are supposed to also add to the wealth since they are the color of money. Cornbread can also be served to represent wealth--being the color of gold. One tradition common in the South is that each person at the meal should leave three peas on their plate to assure that the New Year will be filled with Luck, Fortune and Romance. On the day after New Year's Day, leftover "Hoppin' John" is called "Skippin' Jenny," and further demonstrates one's frugality, bringing a hope for an even better chance of prosperity in the New Year.

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## Just Another Day at Spruce Creek Colonel Dick Russell



Yesterday I had an opportunity to fly a Short Tuscano! A couple of guys brought one into Spruce Creek from Phoenix. The outfit is called RS War birds and they hoped to sell one or two. This is a British plane that was in competition to become the primary trainer for the US and other countries but was not selected. It is a turbo-prop powered machine developing 1100 shp. They gave a presentation to our EAA group and announced that on Friday they would let us fly it if we would just pay for the fuel. It burns 58 gph!

At first I decided that was too much and when I got home, I called the guy and told him to put me in the queue! It even looks like the T-6 Texan II and is a good bit larger. I climbed into this thing with the idea that I probably would never get another chance to fly something like this and what a thrill. He made the takeoff but immediately after he turned it over to me and I did the flying by climbing up to 4,000 ft. and decided to do a aileron roll. This thing has so much power that you can do it from level flight but I established about a 10 degree climb and pushed the stick over to the left all the way and it went around so fast and so easy that I wanted to try it again. One to the right was just as easy and after a few of these, I announced that I wanted to do a loop. You did not need to dive to get airspeed as I was doing 230 kts and it was easy to do from level flight. Going over the top was just great fun so I did a couple more and then some more rolls and practically rolled it upside down and dived it with a nice pull out. We got about 30 minutes to do whatever I wanted and all I wanted was another 30 minutes. We went back and did a pitch-out and pulled 4 Gs on that maneuver. I loved it but will never be able to afford one which they advertise for \$1.6M. This is a once in a lifetime for me and I just had to do it. The fuel will probably be about \$250 but I haven't got the bill yet. The pilot is a former Marine and is now an MD-80 copilot for American Airlines. Just another day at Spruce Creek!



## Ken Terry Gone West



On November 13<sup>th</sup>. we celebrated a life while mourning our loss. This is a picture of the missing man formation from [Ken Terry's](#) memorial. Like so many others we are definitely missing that man.

Thanks to Tom Evernham, Dick Russell (missing man), Curtis Boulware, Gary Donovan, and James "Zac" Olzacki for this beautiful flyover.

## DeLand Veterans Day Parade



On Saturday, November 12, members of the Florida Wing of the CAF were entered in the 2011 DeLand Veteran's Day Parade. Cols. Ted Cary, Chuck Downey and Earl Leone appeared in the parade riding in Ted's red truck. Preceding the truck were several members of Cub Pack #610 and Boy Scout Troop #610 carrying the "CAF—Florida Wing" banner. They are being lead by the Akela Tony Visconti. The Wing appreciates their participation.

## A History of the Florida Wing

*Colonel Dick Russell*

The year was 1995 and I had just moved to the Spruce Creek Fly-In near Daytona Beach, Florida. Being an active member of the Southern California Wing of the Confederate Air Force, I changed my mailing address which was noted by the B-29/B-24 squadron. They notified me that they would be displaying their airplanes in Daytona Beach and were seeking a member who lived in the area. My name came up and they called to request my assistance.

As a new resident, I knew nothing about the city and had no personal contacts to do the job they wanted which included, find them a place to display their airplanes, find sponsors who would provide 2,000 gallons of aviation fuel, 6 barrels of oil, 12 hotel rooms 4 vans and publicity in the local newspaper, radio and television.

I really didn't know where to start and that is when I received call from Bob Robbins who told me that he was a member of the Bomber Squadron and a local resident in Ormond Beach and asked if he could help! This relieved a great deal of pressure and we worked together, got great press, discounted rooms and vans but were not able to get any fuel or oil gratis. The appearance of these huge treasurers of history arrived and Bob suggested that we should use this visit to recruit members for a local squadron because the CAF had not had a presence in Florida for more than 15 years.

Bob and I helped man the gates, worked with the ground crew and made a number of local contacts to whom we presented literature about the CAF. A life-long friend Fred McKaig accepted our invitation to meet at my home to talk about starting a unit in the area. Another transplanted Californian, Dick Kelso, a retired pilot from American Airlines also accepted our invitation.

As were discussing our plan, the phone rang and when I returned to the group discussion, I had been elected Squadron Leader, a position I held for the next 5 years. Our next jobs were to find additional member and a hangar or place to meet. We soon found a number of other people willing to join our group. Fred McKaig purchased and donated an L-17 Navion that had been landed gear up. So we now had a project.

Our small group began to look at possible locations including all local airports in the area but none seemed to really want us. Finally, we met with DeLand Mayor David Rigsby who informed us that the City of DeLand wanted us to establish the CAF Florida home at the DeLand Airport. Mayor Rigsby asked us to bring all our people over on Saturday to show us around! He rolled out a large city van and took 14 of us on a tour of the

Continued on page

airport, helped us find a "T" hangar to rent and showed us the new building sites being developed on the east side of the airport and gave us first pick of the sites to construct our future new hangar. His warmth and kindness and willingness to assist made the decision for us.

We rented a "T" hangar and moved the Navion parts into it. The facility was cramped but we decided that this is where we were going to restore the plane with the help of all the members, Embry-Riddle and other friends who performed special tasks for us. We occupied that small hangar for about 10 years. Public access was limited because of a new fence the airport was required to construct and we would find the same problem later with the move to the east side.

Our membership grew to about 150 members and we needed a larger facility. We made a deal with one of our members, Mr. Gustal Spreng who offered to build a hangar for us if we would install the floor slab. This deal was accepted and in 2005, we moved into our new home on the east side of the DeLand Airport and again ran into the security problem with getting the public into our facility. That problem has been addressed and solved and the public does have access to the hangar on Wednesdays and Saturdays.

The restoration of the L-17 Navion became a reality and our unit had a flying airplane. Art Perry was our maintenance chief and Bernie Strauss a former PanAm mechanic and flight engineer along with Axel Paulson, Steve Moddle, Chuck Chokanis and Gary Rickett and Embry-Riddle overhauled the engine and made it all happen. There were others who contributed many hours on this project and I may miss naming some of them. Earle Leone and Lou Figliuolo were regulars. We were also joined by two lovely ladies, Colonels Patsy Ann Conway and Alexis Koehler who later played an important part in the success of our Wing.

Many of the new members were not involved with the plane but we needed administrative people and they were happy participate and to be a part of the Confederate Air Force. Dave Bishop served two terms as our Adjutant. Harvey Adams and his wife served as our finance officer. Patsy Ann stepped up to fill the vacancy as our new adjutant and Alexis Koehler became our finance officer. Without these two fantastic members our Florida Wing probably would not exist.

Any organization of this type needs to have participation of the wives in order to survive and our monthly social events (dinners) became very popular. We tried to have a good program for each of them. Colonel Dennis Hynes was probably responsible for the increase in membership through the social aspect and he also contributed many items including a heat treating

furnace which he immediately sold for us. It amounted to a considerable amount of money with which we were able to start construction of our hangar. Dennis was very generous in many other ways.

My term as wing leader was drawing to a close and the organization seemed to be on good footing. Colonel Harold London was elected to replace me and many new things happened. The hangar construction was started but there were a number of problems and it cost considerably more than we budgeted. The unit bid on and was awarded a Beechcraft D-18S airplane. This plane had served as a mosquito spray plane and we found out later was not really certified and had been "maintained" by the fellow who flew it. It was not in as good a shape as we had been led to believe. As we began to disassemble it for restoration we found that it was beyond repair and the decision was made to "part it out." A number of the members who sponsored the Beech were unhappy that it was not going to be restored and dropped out. Operating funds became a problem towards the end of Colonel London's term.

Peter Jacobs, a long time member of the CAF, was elected Wing Leader and brought a business concept to the operation of the Florida Wing. Alexis Fortune, now married to Tony Fortune, asked to be relieved of her job as Finance Officer and Peter's wife, Linda took over those duties. Peter breathed new life into the unit, put the operation on a sound financial basis and provided the Wing with good advice and leadership.

We applied for an ECHO grant (Educational, Cultural, Historic Outdoors) from the county and through the hard work of Colonels Don and Grace Barnhart the application was completed and we were awarded a nice sum of money to double the size of the hangar. Colonel Peter Jacobs was the ramrod for this effort and it was no easy job. He also did some more research on not only the cost of the new structure but also what it would cost to maintain the debt load since we had to come up with matching funds. The cold hard facts were that we could not support the plans for this needed addition to our hangar.

Colonel Ken Brownell joined our effort and offered his services, as a builder to construct almost single-handedly, our kitchen, office and museum/library. One of our founders, Colonel Bob Robbins passed away and his children donated his extensive library and tools to the CAF and that established the Bob Robbins Memorial Library.

When Colonel Steve Brown became president of the CAF, he paid a visit to the various units and when he came to Florida Colonel Don Barnhart told him that the money seem to flow only one way to headquarters. He told the new president that headquarters should be helping



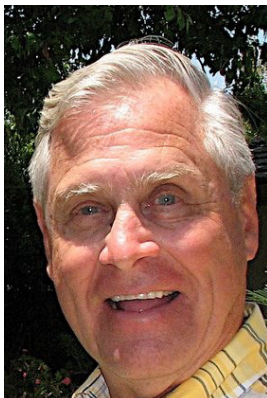
to fund the restoration of the airplanes. Colonel Peter Jacobs followed up with this premise and headquarters announced a plan that they would provide matching funds for any funds that the various units would raise for the restoration of aircraft.

Assignment of aircraft to the various CAF units by headquarters usually carries with it an amount of money to support the operation or restoration of that aircraft. Peter Jacobs appeared before the CAF Board of Directors and told them that if they wanted to save the Florida Wing that we needed a project and suggested that a Grumman TBM Avenger Torpedo Bomber be assigned to us. That aircraft had been sitting outside in the Texas weather for many years and no one wanted to take on the restoration job.

The board acted almost immediately and assigned it to the Florida Wing. It cost us \$14,000 just to transport it from Midland, TX to DeLand, FL. Membership started to climb and we found that many people were interested in our new project and wanted to be a part of this new 1944 airplane.

Dedicated members have spent countless hours and performed many jobs to further the project and at this point we can say that it is beginning to look like an airplane. This huge plane just about fills our hangar and at times we need to remove the other airplane to make room to work. Our Wing Leader is an excellent manager who knows how to get the most out of the available resources and while he spends the summers in his home in the Rockford, IL he will be with us until the snow melts next year. New members and aircraft sponsors are the key to a successful restoration and we all strive to make this TBM Avenger Torpedo Bomber a flying reality.

### **Some of the Founders and Leaders of the Florida Wing**



Colonel Dick Russell the Founder  
and First Wing Leader



Dick Kelso



Bob Robins



Peter Jacobs,  
Third Wing Leader



Dave Bishop  
The first Adjutant



Chuck Downey  
Current Wing leader



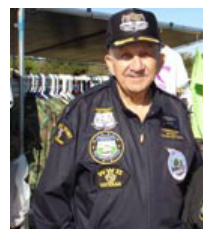
Ann Conway  
Adjutant



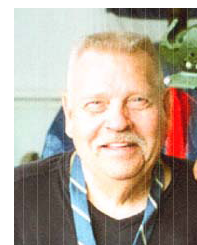
Steve Moddle  
Operations Officer



Stan Mitchell  
EX Officer



Earl Leone  
Hanger Manager



Frank Purcell  
Safety Officer

# The Medal of Honor

Extracted from the *Military Officer* December 2011

By Jim Bannerman

In the last 150 years, there have been 3,458 Medal of Honor recipients. Though bravery reigns supreme today, as it did more than a century ago, warfare and heroism worthy of the Medal of Honor have evolved. Though the action might change, says Vietnam Medal of Honor recipient Lt. Col. Hal Fritz, USA-Ret., "It involves those willing to risk their own lives or well-being to save the lives of others."

Military medals have not always suited American tastes. With no awards available during the Revolutionary War, Gen. George Washington determined a special honor for gallantry was needed or his Continental Army Established Aug. 7, 1782, three purple-cloth, heart-shaped Badges of Military Merit were awarded. The badge went the way of the Revolution, and by 1842 the sacrifices by Americans during the Mexican-American War called for a new honor. This certificate of merit, sans medal, was awarded to soldiers who distinguished themselves in battle. It, too, disappeared once the war ended. Within 15 years, the nation again was locked in conflict. A medal for valor was proposed early in the Civil War.

The Medal of Honor was first adopted by the U.S. Navy in December 1861. President Lincoln signed Public Resolution 82 ushering in the Navy's medal "to be bestowed upon such petty officers, seamen, landsmen, and Marines as shall most distinguish themselves by their gallantry and other seamanlike qualities during the present war." General in Chief of the Army Winfield Scott bristled at the idea of an award that smacked of European military tradition, but the Army's Medal of Honor was signed into law July 12, 1862. Like the Navy's medal, this award was for NCOS and privates who distinguished "themselves by their gallantry in action, and other soldier like qualities, during the present insurrection." In 1863, Congress made the Medal of Honor the nation's first permanent military award. In 1913, officers were deemed eligible for the medal. In 1914, nine Marine Corps and more than 20 Naval officers were awarded the Medal of Honor at Veracruz, Mexico.

With World War I came a fresh perspective on valor awards. Leaders grew concerned that any measure of heroism could be eligible for the nation's singular and highest honor. A pyramid of medals was developed, including the Navy Cross, the Distinguished Service Cross, and the Distinguished Service Medal, and made retroactive to April 6, 1917. To help ensure the Medal of Honor retained its luster, previous awards underwent a comprehensive review. In 1917, the Medal of Honor Review Board evaluated the more than 2,000 medals awarded during the Civil War and stripped about 900 recipients of their awards. Six civilians were considered ineligible. The board cut the 29 members of Lincoln's funeral guard. It nullified the medals awarded to 864 members of the 27th Maine volunteers. Secretary of War Edwin Stanton submitted for Medals of Honor approximately 300 members of the 27th who agreed to continue to guard Washington, D.C., in 1893 after their enlistment had expired, but a typographical error resulted in all 864 members being awarded Medals of Honor. Some other awards seem questionable in retrospect. Although most of the 19 double recipients honored between the Civil War and World War I received their medals for different actions, five World War 1 Marines received two medals apiece for the same heroic act. As Marines under the Department of the Navy, they received the Navy's Medal of Honor, but because they fought under the Army's command, they received the Army medal, too. In 1918, Congress mandated only one Medal of Honor per recipient, no matter the number of valorous acts.

President Theodore Roosevelt's Sept. 20, 1905, executive order declared Medal of Honor recipients were to be presented their medals with all due ceremony. They should be ordered to Washington, D.C., and presented by the president when practical, declared Roosevelt. In 1963, more than a century after the Medal of Honor's inception, Congress established guidelines under which the honor could be awarded. The recipient must be a member of the armed forces who distinguishes himself "conspicuously by gallantry at the risk of his life above and beyond the call of duty"



## 88 golfers attended the 2nd. Annual CAF Golf Tournament



The 2nd Annual CAF Golfer's Tournament was held at the Pelican Bay Country Club, North Course on Saturday, November 5, 2011 @ 8:30 am. After completing registration and breakfast, the event started with a Shotgun Start. The prizes were awarded for 1st, 2nd and 3rd places; a hole-in-one, flight team winners; closest to the pin and most accurate drive. There were 16 Silent Auction items that were won by the participants.

Col. Pat Clifford did an extraordinary job of getting prizes and 88 golfers to tee off and generating local interest in the event. We are looking to another successful tournament next year.

**The Florida Wing CAF is located in the  
East complex of the Deland Airport off  
of Marsh Road**

**Our mailing address is:  
P.O. Box 1944, Deland, FL 32721**

**Our web site is:  
[WWW.CAFFL.org](http://WWW.CAFFL.org)**

**We meet at the Hangar on Wednesdays  
and Saturdays from 0900 to 1300 hrs.**

**Lunch is served at noon on Saturdays**