

# The Eagle's Scream



## Commemorative Air Force Florida Wing



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### WING LEADER'S MESSAGE

Colonel Peter Jacobs



I am happy to report that our Day of Remembrance event on June 6<sup>th</sup> and 7<sup>th</sup> was a success, in spite of a micro burst the day before, which destroyed our tents, and bad weather on Saturday, which curtailed attendance and our aircraft rides program. Certainly, someone is smiling on the Florida Wing, for me to be able to classify the results as positive and successful!

The Day of Remembrance event was the brainstorm of Col. Stan Mitchell, when he suggested that our fund raiser be based on honoring the heroes of the Battle of Midway and the D-Day invasion of Europe on the anniversary of these two battles, which turned the tide of WWII in both theatres. We were fortunate to have the Mayor of DeLand, Robert Apgar, kick off the event, accompanied by a missing man formation flyby performed by Col. Dick Russell and his Retro Flight. It was certainly a moving experience, as the flag was raised and lowered to half mast by Cols. Lou Fig and Earl Leone.

This opening ceremony followed several weeks of hard work by many Wing members. The Food Committee established the menus, and the food was purchased and brought to the hangar by Cols. Ann Conway and Lexy Montague. Col. Joe Maiz supplied the beer and helped with the license. On Friday, Col. Ken Brownell, assisted by many others, pitched the two large tents loaned to us by our EAA neighbor, erected two other smaller tents, and provided the electricity for the funnel cake vendor and the P.A. System. Col. Tony Fortune positioned the PX trailer and helped others erect the PX tent. After the tables and chairs were positioned, we retreated to the hangar for lunch. As we ate, we watched a thunderstorm moving in from the west – not an unusual sight in Florida at this time of year. What was unusual was the intense micro burst, with winds approaching 100 miles per hour, which heralded the storm's arrival. It was sad and disheartening to see our tent tarps literally ripped apart, and many

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of the steel poles bent or snapped in half. Even the screw-type tent anchors were broken off at ground level!

After the storm passed, our industrious crew, including Cols. Ted Cary, and Dan Proctor collected the torn tarps, stacked the broken and bent poles, and moved the tables and chairs inside the hangar. Early Saturday, the PX was moved to the EAA's hangar, generously provided by our friends across the taxiway. Thus sheltered from any inclement weather, the PX was back in business. Our indefatigable crew of tent erectors set up two small tents for the rides program and the announcer and his PA system. They reassembled two large tents, one fewer than we had planned for, but it would have to do: there was not time to replace the broken parts and rental of a replacement was simply too expensive.

The opening ceremony described above launched the plane ride program, which was made possible by the generous donations of their planes and the fuel by Col. Russell, Ken Terry (Operations Officer at the Valiant Air Command and a former Florida Wing member) – both flying T-34's, our own L-17 piloted by Maintenance Officer Col. Steve Moddle, friend Paul Schulten, another VAC member with his Christen Eagle, and Col. Art Patstone, with his Messerschmitt. Cols. Linda Jacobs and Ward Giddick manned the rides tent, and sold rides to the arriving crowd. Cols. Joe Maiz and Exec Officer Jim Bannerman manned the Picture-In-A-Jet Fighter program, and Col. Bannerman snapped and printed photos of all who took the aircraft rides.

It looked like we were going to have a smashing success at that point. However, the weather gods intervened again, and the rides had to be shut down. Food sales continued, with Col. Lou Fig and volunteer Wilma Russell cooking and serving, while several friends sold tickets.

Finally, the weather turned so sour that the crowds left. We called it a day and hoped for better weather on Sunday. Unfortunately, Sunday dawned cloudy, and while we sold several rides, especially in friend Lenny Ohlsson's Waco biplane, the

crowd was much smaller than Saturday's, and the rain started again around noon, effectively shutting us down by 1:00 PM.

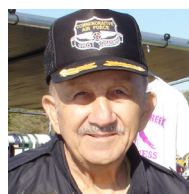
Given the obstacles, the program still turned a profit. Even after paying for the replacement tent tarps and the broken or bent poles, so we could return the tents to our EAA friends, we still made out OK. Naturally, the result would have been a huge financial success if the weather had cooperated. However, we learned a lot from the experience.

Our Finance Officer, Col. Linda Jacobs, prepared an analysis of the results, which she presented at our Staff meeting a week later. (Col. Jacobs verbal report will be found elsewhere in this issue.) It soon became clear that the rides program, based on donated aircraft and fuel, was the most profitable element, and provided a potential for subsequent events focused simply on aircraft rides at nearby locations.

In conclusion, I want to say "well done!" to the members and friends who worked so hard to make this program a success. We overcame adversity, kept smiling and kept plugging. My hat is off to all who made outstanding efforts.

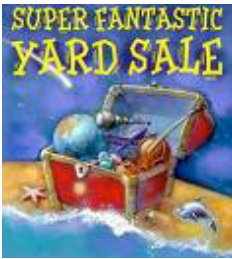
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## Earl Leone Suffers a Stroke



On June 20<sup>th</sup> Colonels Earl Leone and Lou Figluolo attended a U.S. Flag dedication ceremony at the David Moss automobile dealership in Deland. During the ceremony Earl suffered a stroke and fell hitting his head. He was rushed to the emergency room at the Florida Hospital in Orange City and subsequently transferred to the trauma center at Halifax Hospital in Daytona Beach. He was confined to the Halifax Hospital until July 8<sup>th</sup>. He is now at home under the loving care of his wife. Earl will require some convalescent time and physical therapy before returning to full health. He might appreciate your good wishes at 386-532-2030.

ANNOUNCING  
The Florida Wing's 2009  
"Not Yo Mama's Yard Sale"



**We need your stuff!!** The Wing is having a fund raising yard sale on Friday, August 21<sup>st</sup> and Saturday, August 22<sup>nd</sup> at Colonel Red Lewis' facility at 1410 E. International Speedway Boulevard (Hwy 92), DeLand, from 0800 hours to 1400 hours each day. We need saleable

household goods, furniture, working appliances, tools, collectables, books, just about anything. Now is the time to clean house, attic and garage and get ready bring us all the items you have been wanting to get rid of for decades. We are in the process of looking for storage space for all these treasures (not enough room in the hangar) so stay tuned. When storage is arranged, you will receive an e-mail with updates and details. We also need volunteers to man the tables both days. Sending our thanks in advance as we are sure you will help make this sale a huge success. **Questions?? Call the Project Leader Colonel Ann Conway (386-673-5742)**



## Let's Go To The Ball Game



**O**ur Florida Wing is planning a picnic at the Jackie Robinson Ball Park in Daytona Beach on Saturday evening August 29th. The price is \$17 per person which includes admission to the Daytona Cubs baseball game and all the Hot Dogs, Hamburgers, Pulled Pork, Baked Beans, and Soda and Ice Tea you can consume. The food will be catered by Aunt Catfish's restaurant. You can bring as many friends as you wish. We will have to buy our tickets in advance so please call me ( Jim Bannerman) at 386-257-3853 or e-mail me at jimmybannerman@cfl.rr.com so that I may make your reservations. I'll collect the money and pass out your tickets the first week in August. This will be a fun evening so don't miss it.



## Wing Happenings

Wing Staff Meeting	Saturday, August 8, 1100 hours	The CAF Hanger
Yard Sale	Friday and Saturday August 21 & 22	1410 International Speedway
Picnic and Ball Game	Saturday, August 29, 1800 Hours	Jackie Robinson Ball Park
Membership Meeting	Wednesday, September 16, 1800 hours	Halifax River Yacht Club
Stuart Air Show	Saturday, November 7	Stuart, Florida

## CAF Financial News

Colonel Linda Jacobs



We are half way through the year and have good news to report. We have received a large number of donations in memory of our former member Dennis Hynes, some from as far away as California. These unexpected additions to our budget are making such things as weathering the microburst mentioned in the Wing Leader's message not such a hardship. Our recent Day of Remembrance fundraiser also brought us some of the income we need to make our bills easier to pay. We are looking forward to our next fundraiser, the Great Garage Sale in August to put us over the top for the year, and to clear the way for solid fundraising to make us eligible for another matching grant from CAF for work on our TBM. We learned some valuable lessons about working together for the DOR event that will make it easier to conduct future fundraisers, at a higher profit. The rides program pushed us back into the position of being able to accept credit cards for purchases in the future. This credit card approach brought us several thousand dollars and was brought about by the much-appreciated work of our Bank, Colonial Bank, all within 4 days' time. We will also be able to accept credit cards for the PX, should we wish to do so. Some unexpected bonuses of our event included donations by local car dealers and a bakery. Many thanks to those of you who worked to get these for us.

In addition, we gained several new members over the last few months— a big WELCOME to all of them, and a congratulations to those who worked to recruit them.

Note to all department heads, I will need a budget proposal from each of you for next year's expenses before the September meeting. I have to compile a budget, and I want to make sure you all have a chance to get your requests in. This includes everything from equipment repair and office supplies through plane annuals, printing and publicity and safety. Thanks in advance.

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## Our TBM



Grumman's first torpedo bomber was the heaviest single-engine aircraft of World War II, and it was the first design to feature a new

wing-folding mechanism created by Grumman, intended to maximize storage space on an aircraft carrier. The engine used was the Wright (which produced 1,900 hp/1,417 kW). There were three crew members: pilot, turret gunner and radioman/bombardier/ventral gunner. One .30 in (7.62 mm) machine gun was mounted in the nose, a .50 in (12.7 mm) gun was mounted right next to the turret gunner's head in a rear-facing electrically powered turret, and a single .30 in (7.62 mm) hand-fired machine gun mounted ventrally (under the tail), which was used to defend against enemy fighters attacking from below and to the rear. This gun was fired by the radioman/bombardier while standing up and bending over in the belly of the tail section, though he usually sat on a folding bench facing forward to operate the radio and to sight in bombing runs. There was only one set of controls on the aircraft, and no access to the pilot's position from the rest of the aircraft.

The Avenger had a large bomb bay, allowing for one Bliss-Leavitt Mark 13 torpedo, a single 2,000 pound (907 kg) bomb, or up to four 500 pound (227 kg) bombs. The aircraft had overall ruggedness and stability, and pilots say it flew like a truck, for better or worse. With its good radio facilities, docile handling, and long range, the Grumman Avenger also made an ideal command aircraft for Commanders, Air Group (CAGs). With a 30,000 ft (10,000 m) ceiling and a fully-loaded range of 1,000 mi (1,610 km), it was better than any previous American torpedo bomber, and better than its Japanese counterpart.

Escort carrier sailors referred to the TBF as the "turkey" because of its size and maneuverability in comparison to the F4F Wildcat fighters in CVE air groups.[1]

*Wikipedia  
The Free Encyclopedia*

*Honoring American Military Aviation*



**COMMEMORATIVE AIR FORCE**  
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[www.caffl.org](http://www.caffl.org)

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Recommended by \_\_\_\_\_  
CAF Col \_\_\_\_\_ Serial No. \_\_\_\_\_  
Unit Credit \_\_\_\_\_  
Date Received \_\_\_\_\_  
Serial No. \_\_\_\_\_

**APPLICATION FOR COMMISSION**

NAME \_\_\_\_\_

MAILING ADDRESS \_\_\_\_\_

(City) \_\_\_\_\_ (State) \_\_\_\_\_ (Zip) \_\_\_\_\_  
HOME PHONE \_\_\_\_\_ BUSINESS PHONE \_\_\_\_\_

CELL \_\_\_\_\_ EMAIL \_\_\_\_\_

PROFESSION \_\_\_\_\_ COMPANY & TITLE \_\_\_\_\_

IF RETIRED, PAST PROFESSION \_\_\_\_\_ COMPANY \_\_\_\_\_

DATE OF BIRTH \_\_\_\_\_ MARRIED \_\_\_\_\_ IF YES, SPOUSE'S NAME \_\_\_\_\_

Please list aviation related skills, business skills, historical/museum skills \_\_\_\_\_

List CAF members, if any, with whom you are acquainted \_\_\_\_\_

Print name as you would like it to appear on name tag \_\_\_\_\_

**OBJECTIVES OF THE COMMEMORATIVE AIR FORCE**

1. To acquire, restore, and preserve in flying condition a complete collection of combat aircraft which were flown by all military services of the United States, and selected aircraft of other nations, for the education and enjoyment of present and future generations of Americans.
2. To construct or obtain museum buildings for the permanent protection, maintenance, and display of these historic aircraft, period artifacts, and documents as a tribute to the thousands of men and women who built, serviced, and flew them and to build and organize the "Combat Airman Hall of Fame."
3. To perpetuate the spirit in which such combat aircraft were flown in the defense of our nation, in the memory and hearts of all Americans.
4. To establish an organization having the dedication, enthusiasm, and Esprit de Corps necessary to operate, maintain, and preserve these aircraft as symbols of our American Military Aviation Heritage.

▪ Please remit a total of \$275 with this application. (Annual dues are \$200.00 for National membership with an additional \$75 for Florida Wing Dues).

Annual membership dues of \$200.00 include \$30.00 for a 1-year subscription to Dispatch magazine. If you do not wish to receive Dispatch please check here. (Membership dues will remain \$200.00)

**Life Membership**

Life membership contribution is \$2,400.00.

\$2,400.00 is enclosed.

Deferred Life Membership ~

\$200.00 is enclosed and I will remit \$200.00 monthly for 11 months.

Charge the above credit card \$200.00 monthly for 12 months.

*The COMMEMORATIVE AIR FORCE is a self-supporting, all-volunteer organization. It is non-profit, tax-exempt and incorporated under the laws of the State of Texas for charitable and educational purposes. You do not need to be a pilot or military veteran to become a member of the CAF. Candidates must be 18 years of age or older.*

I certify that the statements made by me in this application are true, to the best of my knowledge and belief, and are made in good faith. I will give my full support to the aims and objectives of the COMMEMORATIVE AIR FORCE and will assist the General Staff in attaining these goals.

\_\_\_\_\_ Date \_\_\_\_\_

Applicant's Signature

**Please provide this additional information if applicable**

Are you a pilot? \_\_\_\_\_ Total flying hours \_\_\_\_\_ What aircraft types have you flown? \_\_\_\_\_

Certificate:  Student  Private  Commercial  ATR

Ratings: \_\_\_\_\_

If you served in the Armed Forces, which branch and what country? \_\_\_\_\_

Date of Service \_\_\_\_\_