

The Eagle's Scream



Commemorative Air Force Florida Wing



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Wing Leader Colonel Peter Jacob's Report

In this, the second issue of The Eagle's Scream, we celebrate several important developments: Col. Jim Bannerman (editor) has done a marvelous job of putting the Florida Wing's newsletter back in business, and we are also heartened by the positive comments and the praise the first new edition has received. As you'll learn in this issue, we will begin to solicit business-card ads for the publication, hoping that this will both provide a source of income for the Wing and give local businesses excellent exposure for their companies' products and services to our members and readers. Also, I'm pleased to report that The Eagle's Scream is now on our Wing website: www.caffl.org. We hope this added exposure to Wing activities will encourage viewers to visit our hangar and library/museum, to see what the Florida Wing is all about.

Our Hangar/Library/Museum expansion project has encountered a bottleneck which has slowed the permitting process. We are trying to locate the City's approved Site Plan, which was accomplished when the City developed and permitted the lots on which our hangar and EAA's hangars are located. The City Engineer is assisting us in this effort, and we hope that we will not have to incur the added (and unanticipated) expense and delay



of having to create a new Site Plan and submitting it for engineering and Water Management District approval. We will know soon where we stand on this.

A review of anticipated Hangar/Apron construction costs indicates that in view of unanticipated or unforecast building requirements we will exceed our budget. Consequently, we have scaled down the size of the originally planned hangar apron, and are looking at other cost-trimming measures. None of these cutbacks will impair the function of the hangar/museum/apron, and actually may bring it closer to the originally-planned 10,000 sq. ft. hangar/museum facility. More definite news will be forthcoming in our next issue.

The TBM restoration project continues to go forward under Col. Dick Russell's direction. Dick found and purchased a new main gear wheel when all but one failed the NDT process. Col. Tony Rebello has found and purchased new bearings and we are still looking for control surface attach fittings which we believe we have. The main landing gear repainting is almost complete, and we should soon be able to reinstall the gear making the fuselage moveable.

In the last issue, I mentioned the new CAF matching grant program, to help CAF units move forward more quickly with

their restoration projects. I am thrilled to announce that the Florida Wing's application was approved, thus providing \$20,000 in matching grant funds effective January 1st, 2009. This is a one-year grant, which can be re-applied for in 2009 for 2010, and then for subsequent years. Of course, it is dependent on our spending the grant and on the progress we can show in our TBM restoration project. With all this good news, we are faced with the requirement that we raise the matching funds: we need \$20,000 for this, in addition to the funds necessary to cover Wing operating expenses.

We have formed a Fund Raising Committee, As reported in the last issue, we will soon start our Plane Ride Program, using both L-17's. Col. Steve Moddle will have the required drug testing program information, our last hurdle in making this program a reality. Cols. Moddle and Powers are qualified to provide the rides, and CAF HQ has given us the green light on the program. Col. Moddle's Maintenance Report in this issue proudly announces the completion of the difficult AD on Allie Gator, its new annual inspection and its return to flying status. Well done, Steve!

We will be attending the Visiting Nurses Assoc. Airshow in Stuart, Florida Nov. 7th-9th. One of our L-17's and our PX will be there, manned by a cadre of Florida Wing members. Dick Russell's report on this program appears elsewhere in this issue.

WE NEED A FEW GOOD MEN (and women!): The TBM restoration always can use more help, and the Wing has many open positions. If you are even remotely close to DeLand and haven't visited the Florida Wing Hangar, we invite you to do so. Wednesdays and Saturdays are our workdays, and we would be delighted to show you around, introduce you to our staff and volunteers, and let you experience the camaraderie and enthusiasm we all feel toward our building program, our library/museum and our aircraft restoration project. Feel free to call me to schedule a visit and to obtain directions.

Finally, the Florida Wing needs all the

financial assistance it can obtain. We are a not-for-profit Corporation, and all donations are tax-deductible. If you or anyone you know is faced with the problem of making mandatory withdrawals from their IRA's, those withdrawals can be TAX-FREE if used to make charitable contributions up to certain limits. It's an easy way to help a worthwhile cause and will benefit the donor even more than a simple contribution.



Maintenance Officer's Report Colonel Steve Moddle

I am happy to report that we have both Navion's available to fly. We were fortunate to have Misty Blue at the Sanford airport for the summer, thanks to Gen. Barnhart but it is now back in DeLand. Last spring I flew Allie Gator back from Sun & Fun and our GPS worked fine. When it was flown again in September after the annual, the GPS was inoperative. I called "Apollo" and asked them if they had any idea for a fix and was told the satellites were "rolled over" (whatever that was) on August 17th and that our "old" set was unable to lock on. He said that they were working on a fix and to call back in about 3 weeks. I did call back and was told they have a fix for it and it worked, but now FAA approval was needed and call back in about 4 weeks. I asked if he had an estimate as to what it would cost and he wasn't sure but thought it would be a flat rate of \$450. We had planned on a maximum of \$250 for the repair, so now we need to figure out what route to take to have an operative GPS in the airplane. One of the L-17's will go to Stuart on Nov. 7,8,& 9th for display.

Finance Officer's Report



Colonel Linda Jacobs

As of the end of October, our regular account for running the hangar and paying for upgrades to the TBM is at a balance of about \$4500. We continue to work on the TBM, but parts are expensive. Recently the staff voted to

allocate another \$1000 of our money for parts, and we have already committed almost all of that money, with major expenses being a new tire and bolts. Up to now, we have spent \$21,054.78 on the TBM, including the over \$12K just to transport it to DeLand. The value of our donated work and gifts goes far beyond that, as anyone who has ever paid for maintenance on an airplane will surely agree.

Last time I forgot to mention the accounts which we hold in Midland. These are specifically designated for activities related to the airplanes. These accounts exist mainly to help out anyone who has to take over the planes should we transfer them to another wing, but we have used ours for regular maintenance and expenses related to performing annual inspections. The account for "Allie Gator" (95C) was successfully tapped for the purchase of a fuel pump and the annual inspection just recently. Our balances in these accounts are only a few hundred dollars each. CAF Headquarters tells us we are supposed to keep the balances at the level of a complete engine overhaul for each plane.

On a good news side, we recently received notification of a grant from Volusia County to use for operating expenses, in the amount of \$5296. This money will be available in January, and will help with such things as the rent, the water bill, and the reimbursements we make each month to members who have submitted requests. We have to create another little accounting line to cover this, but that is no problem with our current bookkeeping system. The downside of this is that amount comes to approximately three months of

expenses. It is our hope that we can find fundraising activities to augment the income. Our first will be taking the PX to the Stuart Air Show.

As the end of the year approaches, I will be mailing statements to all of you for your annual \$75 wing dues. Please keep in mind that our Wing is a charitable organization, and that any amount paid before January 1st becomes a tax deductible contribution you can claim on your income taxes. Pay early and pay often!

I promise to keep you all informed of our financial status. We do a report each month on this, and anyone is welcome to have a copy.



On a Saturday morning last month the Russell family visited our hangar and were given the "cooks tour" by Colonel Ken Brownell



All About Air Shows

Colonel Dick Russell



The price of fuel is changing the complexion of the air show business. This past year we have seen both military and civilian air shows shortened from 2 or 3 day events to 1 and 2 day shows. The promoters have a limited budget and are reducing the number of

flying acts. Planes which formerly put on flying demonstrations are asked to come to the show but as static displays. Many don't provide fuel and that is almost a necessary item if they want us to display our aircraft.

Patrick AFB has eliminated their air shows. Tyndall AFB has a 2 day show and has eliminated many of the civilian planes that were formerly invited. This year, the Valiant Air Command did run their TICO show as they have done in the past and reported the biggest crowds in their history but the high cost of fuel severely limited their profit. McDill AFB has not invited us for the past several years citing lack of budget and the trend is that civilian air shows all over the US are disappearing from the calendar.

Our efforts and those of the Deland EAA Chapter found many difficulties in attempting to put even a small air show such as our Air Jamboree. We all worked hard but obstacles including adverse weather, a hurricane and limited funds played a big part in the decision to abandon our efforts this year. In order to attract planes to an air show, you need to provide fuel, food and if it is a multi-day show, rooms and cars for the participants. That becomes a major task and is expensive and the returns are rather meager so this is a sign of the times. Unless drastic changes are forthcoming, we should expect to see fewer air shows in 2009.

Our unit needs additional pilots. We have two flying L-17 Navion airplanes and need to recruit additional sponsors to fly those planes so that when the opportunity presents itself we can respond. We get a number of requests to do a formation fly-over for various civic, memorial, veterans and service functions. We ask owners of personal aircraft to participate in the name of the Commemorative Air Force and have been successful in keeping the CAF name in front of the public. The number of planes available for service has been reduced as owners sell their planes because of the high cost of operation. That makes it difficult to even muster a 4 ship which is necessary for a missing man formation. We will continue to provide these flights, as a service, for veterans and other patriotic groups. Probably the last air show for 2008 is scheduled for November 7-9 at Stuart, Florida. Our members have been invited to attend this show for the past 7 years and we usually are allowed to bring our PX to this event. We look forward to a better 2009.



Our PX and the T-28 at the Stuart Air Show Last Year



The Bob Robbins Memorial Library



Our Wing is the proud holder of one of the finest libraries relating to Boeing Aircraft outside of the Boeing Library itself. Bob Robbins, one of the founders of CAF-FL and chief test pilot for Boeing, upon his untimely death, bequeathed his large personal collection of books, magazines, pictures, technical reports, films, videos, memorabilia and tapes to the Wing.

This initial collection was cataloged and labeled for easy access by any member of the wing, and consisted of over 250 items. Most of them were personally annotated by Bob, and his insights into the materials add immeasurably to the value of the collection. The materials include everything from Histories of Boeing, through original design forms for the XB-29, records of planes from Orville and Wilbur through the most modern plane, and films of Bob speaking. Also included is a very large collection of documents relating to Eddie Allen, the test pilot whom Bob replaced at Boeing after Allen's death in a flight test. We have made computer lists of all of the subjects, titles, authors, and materials in the collection, and they are there to make access easy until we get the materials onto our website.

It's our intent to augment this collection with books donated by members and friends, and since the original acquisition, we have added nearly 100 titles, nearly all unique and fascinating. They range from Encyclopedias of all aircraft to studies of metal casting and repair. In the near future, the collection will be on our website, and thus able to be seen by other wings and people interested in aviation libraries. We are especially looking for materials relating to our other planes,

the Navion and the TBM. At this time, there are 335 unique titles, with dozens of documents to be added, and about 20 videos. These titles are arranged into 56 categories, from Accidents to World War 2 memoirs and plane studies. There are nearly 200 distinct subjects assigned to the works to help locate the exact type of work the reader may be interested. We are planning to scan most of the documents and magazine articles into the website for access by anyone with a computer.

We also have some of Bob's personal memorabilia, including the helmet he wore for his test flights, plaques he received, newspaper clippings about him, and magazines in which he or the planes he worked on were featured.

If you would like to contribute to the library, please feel free to drop off your books or magazines, videos, etc. in the box labeled New Titles inside the library area. If you wish a tax deduction form for your contributions, Linda Jacobs can arrange for this. The librarian will then take the items home, catalog and label them, and return them for shelving into the proper areas. If you want to read anything, feel free! There is a simple sign-out pad on top of the bookshelves we are using until our online system comes up. Any questions? Contact Linda Jacobs at jacobsL2@aol.com or 386-322-0070.



Colonels Peter Jacobs and Jimmy Powers reading in the library while Colonel Linda Jacobs catalogs some new acquisitions.

ANNUAL MEETING OF THE MEMBERSHIP
AND
ELECTION OF STAFF OFFICERS


The Annual Meeting of the Membership and Election of Staff Officers is scheduled for Wednesday, December 3, 2008 at 1800 hours at the Spruce Creek Country Club, Port Orange, FL. Four Staff Members will be elected to serve the 2008-2009 term....Wing Leader, Adjutant, Maintenance Officer and Safety Officer. If you are interested in filling one of these vacancies, please contact Colonel Dick Russell at:

rrussell20@cfl.rr.com or (386) 760-6188.

CAF Florida Wing Officers

Wing Leader:	Col. Peter Jacobs	386-322-0070
Executive Officer:	Col. Tony Rebello	386-235-6353
Finance Officer:	Col. Linda Jacobs	386-322-0070
Adjutant:	Col Ann Conway	386-673-5742
Maintenance Officer:	Col. Steve Moddle	386-760-0797
Operations Officer:	Col. Jimmy Powers	386-322-9706
Safety Officer and Recruiting Officer:	Col. Joe Maiz	386-804-4271
Airshow Coordinator:	Col. Dick Russell	386-760-6188
Newsletter Editor:	Jim Bannerman	386-257-3853

In an effort to defray the publication costs of our news letter we are offering an advertising opportunity. For your tax deductible contribution of \$100 we will publish your business card in each each issue of *The Eagle's Scream* for one full year. We



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NAME _____

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(City) _____ (State) _____ (Zip) _____
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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.

Payment Information

- 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).

MasterCard/VISA # _____

Expires _____

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 _____

CAF Aircraft Sponsor Program

The Sponsor Program makes this collection of airplanes possible and is largely responsible for their continued preservation. Those who sponsor the aircraft will have the privilege of serving as ground or flight crew members if they wish and can qualify. Costs of sponsorships range from \$150.00 to \$10,000.00. You do not need to be a pilot or mechanic to sponsor an aircraft or participate in its operation. For more information, please call Headquarters at 432-563-1000.