

The Eagle's Scream



Commemorative Air Force Florida Wing

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Wing Leaders Report

Colonel Chuck Downey



Restoration progress on our TBM "Avenger" is progressing as planned. Interior painting should be finished as you read this. Our next step is installing firewall components, followed by the R-2600 14 cylinder power plant.

Wing matters requiring your attention and support are:

- 1) Recruitment of additional members having mechanical skill and motivation.
- 2) Creation and execution of operating fund improvements.
- 3) Identifying and developing TBM sponsors.

Remember, our "Avenger" completed and flying, represents the Navy aircraft type that sank the largest combat vessel in history, "Yamoto"! Tell this to your contacts serious about donating.

I salute all colonels for their renewed safety awareness by wearing bump hats in the hangar and around aircraft. A hearty welcome to new Colonels Chuck Lockwood (USAF Ret.) and Pat Foley. Chuck flew B47's, B52's, and F4's, He will work on canopy and right wing repairs. Pat flew about every other type and will be our second L-17 pilot among other duties.



The Wing is pleased to welcome three new Colonels

Colonel Charles “Chuck” Lockwood lives in Port Orange with his wife Carol Ann, is retired USAF (20 years) and a licensed general contractor in the state of Florida. Chuck is a pilot. He has flown the B-47, the B-52, the F-4 among others. Chuck rolled his work bench into the hangar on day one and set up shop before the ink was dry on his application!!

Colonel Patrick “Pat” Foley lives in Spruce Creek Fly-In with his wife Carol. He has an extensive background in aviation having soloed in 1953 at ERAU when the university was still located in Miami. He was an instructor pilot in the USAF and has flown as an airline captain. In his “spare” time, he was CEO/President/Director of Summit Aviation and Director/Co-Chairman at Atlantic Aviation, Inc. Colonel Foley is completing the paperwork necessary to become a flying sponsor on our L-17 “Allie Gator”.

Colonel Richard “Russ” Russell lives in Crestview, FL. He also has an extensive background in aviation. Russ is a retired FAA Flight Standards Manager, retired USAF Command Chief, AFRC#6, retired Sacramento County Deputy Sheriff (18 years) where he flew in the air ops unit and was Academy Director and Reserve Forces Manager, retired Flight Safety Int’l Instructor (CE650, CE560XL and TC690) and former college professor in aviation safety, management and human factors. Russ is an FAA rated ATP, CFII/MEI, Commercial Helicopter and Glider and has 21,900+ accident free flight hours, civil and military. He currently owns and flies a 1950 C195 (LC126) and Meyers OTW 160. He is employed (part-time) for Hardy Aviation Insurance and writes all lines of aviation insurance. He was inducted into the Nebraska Aviation Hall of Fame in 2009. Russ also plans to be a flying sponsor on our “Allie.”

Jerrid’s Update

Editors note: Colonel (former Cadet) now Ensign Jerrid Stottlemeyer received his commission at Embry Riddle and is now in the U.S. Navy pilot training program. I have asked Jerrid to keep us informed as to his progress. His first, second and third reports appeared in previous issues of the Eagle’s Scream. Below is his fourth report.



I have classed up for Primary Flight Training now in VT-28 “Rangers”. I have completed the T-34C Systems training and have completed the Cockpit Procedure Training in the

T-34C simulators. I will start flying the T-34C “Turbo Mentor,” or “Tormentor,” any day now. In fact, I will probably start flying before this article is published. The syllabus is designed to take 6 months but this timeframe is variable as with all flying timeframes. It is also very likely that I will be sent on a detachment to Las Cruces, NM where I would complete 28 flights in 15 days, and that would speed up the syllabus substantially.

I have also begun volunteering at the USS Lexington Museum here in Corpus Christi and have started helping with their Live Aboard program. I don’t get to work on airplanes, but I still get to be around all the history and teach it to kids.



Respectfully,

Jerrid K. Stottlemeyer ENS USN

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The CAF visits the EAA for bean soup

EAA 635 hosted what is hoped to become a New Year’s Day tradition, i.e., an annual bean soup event- a takeoff on the southern tradition of “hoppin john” on the first day of the year. If filling their hangar and ramp with diners is any indication, the event was successful. Guests from the CAF as well as other aviation aficionados and friends produced a crowd of over eighty. Nice start.

Executive Officer's Report

By Col. Stanley R. Mitchell, PhD

All of the permanent Colonels of Florida Wing, who suffered through a hot and humid summer and a very short, but pleasant Fall, hartedly welcomed back our Colonels from the Northern and Mid-American States. We have accomplished a considerable number of activities and have many more planned.

Golf tournament

The success of the Inaugural Golf Tournament was evident by the smiles that were seen on the faces of the golfers as they departed the golf course. Many donations were received and are being applied to the Halifax Hospital Hospice of Volusia/Flagler County, Veterans Recognition Project and the restoration fund for our Grumman TBM. A grand pat-on-the-back (no pun intended) goes to Pat Clifford and the Colonels of the Florida Wing. The success can be attributed to their efforts.

Presentation of the Gift to HHH

Colonel Pat Clifford presented a check for \$1000 to the Halifax Hospital Hospice of Volusia/Flagler County, Veterans Recognition Project. A letter thanking the Florida Wing for its generosity was received from Fran Davis, Executive Director. The donation will help to "provide skilled medical, emotional, spiritual and bereavement support to patients who qualify ..., regardless of their ability to pay." The letter is available in the hangar office for review. The Wing staff looks to a continued working relationship with Halifax Hospital Hospice.

Safety in the Hangar

With the election of Frank Purcell, the Safety Officer, a new importance is being placed on safety in the hangar. A dozen yellow safety hats and safety glasses were donated by the President of Weston Coatings Group, Inc. of Daytona and issued to the members who are working in and around the planes. The Wing members and guests are gladly donning them in order to protect their thinning "domes". Several pieces of Styrofoam have been purchased and are being attached to the sharp edges and points on the aircraft and hangar machinery. Col. Purcell is planning to "stripe" several areas around the hangar establishing approved walking paths and restricted areas where operations are being performed.

Visitors from the Washington Capital Squadron



During the Christmas holidays, the Florida Wing received some distinguished guests from the Washington National Squadron. Colonels T. R. and Carol Proven

arrived at the DeLand Airport in a BT-13 and tied down at the CAF ramp area. It was a pleasure to see the Florida Wing's TBM parked alongside such an exquisitely maintained vintage flying machine. After a brief stay to visit their friends and relatives in Florida, Colonel Proven departed on a beautiful, sunny day--for which Florida is known. The Florida Wing welcomes other CAF members who wish to visit the Central Florida area and park their plane for a short duration.

Road Signs to the CAF Library and Museum

For the guests and friends of the Florida Wing, a giant step has been taken to direct them to the CAF hangar in the East Hangar Complex. A considerable effort was exerted by Pat Clifford to convince Florida State Representative Pat Patterson and Volusia County Councilman Andy Kelly to submit a motion for directional signs on Marsh



Road. The motion was presented to and approved by the Volusia County Board. Pat Clifford met with the County Road Commission and created the text for the signs and their placement along Marsh Road. The installation took place in mid January. Whether you are proceeding northbound or southbound on Marsh Road, this is what you'll see.

December Garage Sale

As usual Colonel Ann Conway directed another successful garage sale at Colonel Red's place of business. There were a lot of interested buyers on Friday. Due to the beautiful weather on Saturday, it appeared that everyone was at Daytona Beach for sun, sand and surf. Since this event does generate a tidy sum to support the Wing, The Wing will plan to schedule another in April 2011.

New Staff Officers for 2011-2012

At our General Membership Meeting on December 1st, four new Staff Officers were elected by those present. Congratulations go to:

Wing Leader—Colonel Chuck Downey
Adjutant—Colonel Ann Conway
Maintenance Officer—Colonel Sean Ryan
Safety Officer—Colonel Frank Purcell

The Wing members can look forward to these officers with great anticipation.

Future Events at the Wing

Listed elsewhere in the Eagle's Scream is calendar that the Florida Wing is planning to participate. Review them and decide in which events you would like to participate.

The General Staff has agreed to move the Day of Remembrance from the June 6th weekend to May 14—Victory in Europe Day—when representatives of the German government signed the surrender documents ending the war in Europe. Many of the events that we sponsored previously will be available again. The planning has begun but more members are needed to assure that certain events go as planned. Please see the Executive Officer, Stanley Mitchell, to see how you can help.

Dedication Bricks for the Hangar

In 1999, the Wing Staff sponsored a money-making project which invited people to purchase a brick with a personal inscription on it. The bricks were to be installed in a visible place in the hangar. Due to one reason or another, the project was never completed. The Executive Officer is leading an effort to prepare a location and install the currently committed bricks. The garden site will be developed large enough so that newly purchased dedication bricks would be installed in the area. It is planned that the first phase of the project will be completed by June 30, 2011.

TBM Armament for Display

When the TBM was designed and developed, Grumman planned to arm the plane with 0.30 & 0.50 cal. machine guns, a single Mark 13A (later a 13B) torpedo or four 500 lbs bombs. Later in the war,

rails were added to the wings of the plane so that it would fire rockets in support of ground troops. The Wing Members are making a strong effort to obtain a deactivated, obsolete Mark 13B torpedo. It is planned to display this object near the garden of bricks. Any assistance from outside sources would be appreciated.

Victoria Garden Men's club visit

Colonel Steve Moddle

On January 19th Col. Art Harriman brought his Victoria Garden Men's club to visit our hangar. Thanks to Col. Ann Conway had the place looking "spic & span" for them. When they arrived the American flag was raised and we had the Pledge of Allegiance to the Flag, then went into the Bob Robbins Memorial Library for a welcome talk by Col. Downey. Coffee and doughnuts were provided and we had a great exchange of information about just what the CAF is and does. Everyone ended up in the hangar and outside by the TBM for pictures. They were with us for over an hour and I think enjoyed themselves and I'm sure will visit again. This is my first report as Operations Officer and reading the CAF manual I found that we are allowed 2 days a year as appreciation day to give rides in the aircraft. So sometime soon I hope to have one and get everyone up that wants to go. Any one who has an ideas to help make our unit better please let me know.



Updates from the Bob Robbins Memorial Library Museum

The Bob Robbins Memorial Library continues to receive donated books for project research and/or reading pleasure. Some new additions are:

“Top Secret: The Details of the Planned World War Invasion of Japan and How the Japanese Would Have Met It—Documentary”, by *James Martin Davis and Bert Webber*.

“Pan, Pan, Pan: The Survivor’s Story”, *Capt. Denis G. Murphy*. A story of how I dreamed of being a pilot and never give up on that dream. It is also an account of having crashed into the ocean twice and living to tell about it.

“The Dauntless Diver Bomber of World War Two”, *Barrett Tillman*. This book provides an authoritative account of the missions along with a rousing story of the men who took the “slow but deadly” Dauntless into combat.

“WWII Air War: The Men, The Machines, The Missions”, from the Publishers of Aviation History, forward by *Walter J. Boyne*. *The Men, The Machines, The Missions*, some of the best and brightest of today’s aviation writers are bought together to paint a vivid picture of aviation during World War II.

“Dogfight: Military Aircraft Compared and Contrasted”, *Robert Jackson and Jim Winchester*. A fascinating exploration of the world’s finest military aircraft, compared and contrasted--from the German Fokker D.III of World War I, ranged against the Allied SPAD XIII, through famous World War II adversaries such as the Hurricane and the Bf109, to modern aircraft which have met in combat such as the MiG-29 and the F-16.

Among other donations recently made to the Museum were several Military Uniforms. In order to display these items, the Museum is seeking five to six male mannequins. Please send them to CAF-Florida Wing, P. O. Box 1944, DeLand, FL 32724.

Remember the Library/Museum is located off Marsh Road, in the East Hangar Complex of the DeLand Airport. It is open on Wednesdays and Saturdays from 0900 to 1300 hours (9:00 am to 1:00 pm). If the security gate is found closed, a call to the Hangar of the Florida Wing at (386) 337-4499 will contact one of the members who will open the gate.

March & April Birthdays

Ward Gidick	March 4
John Prestopino	March 7
Peter Jacobs	March 12
Art Harriman	March 18
Dave Leone	March 24
John Lewis	March 18
Andy Verbel	April 10
Sean Ryan	April 13
Chuck Chokanis	April 15
Tom Vanderveer	April 24



Air Show Schedule

February 12	Vero Beach Air Show	Vero Beach
February 19	Valkara Air Fest	Valkara
March 11-13	TICO Air Show	Titusville
March 26-27	Fla. Int. Air Show	Punta Gorda
March 29-April 3	Sun N Fun	Lakeland
April 8-10	Balloon and Air Fest	New Smyrna
April 30 -May 1	MCAS Air Show	Beaufort S.C.
October 14-16	Wings of Angels Deland	
November 5-8	NAS Jax Air Show	Jacksonville

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**

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

Lunch is served at noon on Saturdays

Eleven years ago I wrote the following article for the Eagle's Scream. Since the mid-80s I had been following the progress of the recovery and restoration of "Glacier Girl", the P-38 Lightning found under the ice in Greenland. I was asked to post it again with an update. Here it is plus the update on the "Girl."

VISIT WITH A PATIENT LADY

Colonel Ann Conway

I call her patient because this gal spent 50 years sitting on the ice cap in Greenland slowly being consumed until finally she lay 260 feet below the ice and snow but always waiting, patiently, knowing that there was an aviator somewhere who would want to find her and take her home.

"Glacier Girl" is a P-38F lightning. On July 15, 1942, six brand-new P-38 Lightning fighters and two B-17 Flying Fortress bombers left Greenland for Iceland en route to Prestwick, Scotland when they ran into an Arctic blizzard and were forced to turn back. Unfortunately, before they could make it back to the base in Greenland it had closed. Running very low on fuel, the pilots believed they had no choice but to land on the ice cap. A discussion then ensued as to whether they should attempt to land on the ice with the gear down or up. One of the pilots argued for a wheels-up landing reminding them the rule of thumb was to keep the gear up if you were not sure of the surface. Nevertheless, the first P-38 in, after skimming the surface and finding it to appear icy, hard-packed and flat as a board, decided to try it gear down. He hoped he could pull it off and then be able to fly the aircraft out when fuel arrived thus salvaging the brand new fighter. He touched down at 70 miles an hour on the main gear, nose high. For several hundred yards it seemed everything was going to be okay but when the nose gear finally touched down, it broke through the ice, buckled and the aircraft flipped over onto its back. Even though the pilot was upside down and hanging from his seat belt, he was able to free himself and kick his way out. Needless to say, the remaining pilots landed wheels up and successfully. The only visible damage to any of the aircraft was bent props and, in the case of the B-17's, the ball turrets underneath the planes were smashed. The crews were found on July 17th and two C-47's dropped supplies. They were rescued several days later by the Coast Guard cutter Northland.

The eight aircraft regretfully left behind on the ice became known as "The Lost Squadron". In 1981 four aviators from Atlanta arrived at the site and began a years long effort to retrieve the aircraft. Fortunately for "Glacier Girl" they were a determined group and her prayers would be answered. In the beginning, they believed the aircraft were under maybe 40 feet of snow

and ice and all they had to do was shovel it off, fill them with gas and go. Many attempts were made to find them and finally in 1988, using subsurface radar, they located eight large objects under the ice about a mile from where they landed. A steam probe confirmed their worst fears....the aircraft lay 260 feet down.

At that time, no machine had been invented that could drill down through 260 feet of hard packed ice so our determined aviators had to find someone to invent one. They did. It was nicknamed "The Super Gopher" and was a thermal, meltdown generator resembling a torpedo with a giant stainless steel nose cone. It was to be suspended over an aircraft's location. Hot water from a generator powered boiler was pumped into this device and it melted a shaft down through the ice. The first aircraft reached was the B-17 "Big Stoop"; however, the ice and snow had taken their toll on her and she was deemed unsalvageable. "Glacier Girl" continued to wait patiently and sure enough, our determined aviators raised enough money to make another attempt. On May 31, 1992, "Super Gopher" touched "Glacier Girl" and she saw the light of day for the first time in 50 years. Her rescuers found her battered but mostly intact and definitely salvageable. They disassembled her under the ice and brought her up piece by piece and all were taken to her new residence in Middlesboro. She is being carefully and tenderly restored and hopefully, within another two years, will be ready to fly. She will once again look like the fighting lady she was meant to be. I met the young man who was in charge of her retrieval and is now in charge of her restoration. He promised he would bring her to Daytona Beach and you can bet your sweet bippy that I am going to remind him of that promise on a regular basis.

There is so much more to this story than can be told here. It was a difficult and costly operation. A book about this effort written by David Hays and titled, appropriately, "The Lost Squadron" is an engrossing read. I have it if anyone would like to borrow it.

UPDATE

Glacier Girl made her first flight with Steve Hinton at the controls on October 26, 2002. I was not able to go up to Middlesboro that particular weekend and was crushed. We did get that way the following May. Emailed the project manager, Bob Cardin, to make sure she would be there. Had made reservations for us at the Holiday Inn Express (where else?). I pulled up under the portico and Hubby Lou got out to check us in. I stepped out of the car to stretch my legs.... and I heard her. I ran out from under the portico just as she screamed overhead. Well, I made a public fool of myself right there in the parking lot of the Holiday Inn Express...jumping up and

down and hollering. Dashed inside to get Lou and we headed for the airport. She had landed, but we got to see her fly several times that afternoon. Pilot Hinton and mechanics were doing some tweaking. Mr. Roy Shoffner, the man behind the restoration, was there and also Brad McManus, the pilot who decided to land wheels down on the ice way back in 1942.

She made appearances at a number of air shows garnering several "best in show" awards. Sadly, Mr. Shoffner passed away in 2005 and the Girl was eventually regretfully sold by the family to Lewis Aeronautics in San Antonio, TX. I didn't hear much about her after that and was afraid she was just sitting in a museum destined never again to climb the sky. Then, last summer, thanks to the hospitality of our Wing Leader, Colonel Chuck, I was able to check another item off my "bucket list" and go to the Oshkosh air show. Looking for the CAF tent at the show, I turned a corner and there she was, beautiful as ever, with Bob Cardin manning the sales tent behind her.



There are five other "Glacier Girls" waiting patiently under the ice in Greenland. I do so hope in my lifetime that funds can be raised for their rescue too. Folks who do not have a passion for flight simply do not understand why those who do look upon these old babes (or any machine that takes flight) as living beings and seem to love them so. It is almost impossible to explain but Richard Bach in his book "Stranger to the Ground" came close. After returning from a routine flight the nose gear of his F-84F stayed locked in the up position and he was forced to land on a foam-coated runway---

"The ground is hard and it is moving very fast and it is very close.

Throttle off, and the nose settles into the foam. White, instant white and the world outside is cut away and metal screams against concrete loudly and painfully and I grit my teeth and squint my eyes behind the visor and know in a surprised shock that my airplane is being hurt and she doesn't deserve to be hurt and she is good and faithful and she is taking the force of a 90-knot slab of concrete

and I can do nothing to ease her pain and I am not cart wheeling and the scream will never end and I must have slid a thousand feet and I am still slammed hard forward into the shoulder harness and the world is white because the canopy is sprayed with foam and get the canopy open now, while I'm still sliding.

The foam-covered sheet of Plexiglas lifts as I pull the unlock lever, as smoothly as if nothing was the least unusual and there is the world again, blue sky and white runway sliding to a stop and grass at the side of the concrete and visor up and oxygen mask unsnapped and it is very quiet. The air is fresh and smooth and green and I am alive. Battery off and fuel off. As quiet as I have ever heard. My airplane is hurt and I love her very much. She didn't somersault or cartwheel or flip on her back to burn and I owe my life to her.

The advancing roar of fire truck engines and soon we'll be surrounded by the square monsters and by talking people and Say, why couldn't you get the nose wheel down and That landing was a pretty good one boy and You should have seen the foam spray when your nose hit. But before the people come, I sit quietly in the cockpit for a second that seems a long time and tell my airplane that I love her and that I will not forget that she did not trap me beneath her or explode on the runway and that a secret that I will keep between us is that I love her more than I would tell anyone who asks.

I will someday tell that secret to another pilot, when he and I happen to be walking back from a night formation flight and the breeze is cool and the stars are as bright as they can be when you walk on the ground. I will say in the quiet, 'Our airplane is a pretty good airplane.' He will be quiet a second longer than he should be quiet and he will say, "It is". He will know what I have said. He will know that I love our airplane not because she is like a living thing, but because she truly is a living thing and so very many people think that she is just a block of aluminum and glass and bolts and wire. But I know and my friend will know and that is all that must be said."

ANNUAL WING DUES

Colonels, our annual Wing dues of \$75.00 were due January 1. Dues are the life blood of our organization and without dues, we cannot survive. The \$75.00 collected from each member goes wherever needed to get us started on a new year. Many members generously contribute even more into the operating account or into the TBM restoration account and we are so...very... grateful for their generosity.

CAF—Florida Wing

Quarterly Membership Dinner

Olive Garden Restaurant
5447 S. Williamson Blvd.
Port Orange, FL 32121

Wednesday, March 9, 2011

Cash Bar at 1800 hrs (6:00 pm) Dining at 1900 hrs (7:00 pm)

Menu Selections

Tour of Italy

Homemade lasagna, lightly breaded chicken parmigiana and creamy fettuccine alfredo

Chicken Parmigiana

Parmesan-breaded chicken breasts, fried and topped with Marinara sauce and mozzarella cheese. Served with spaghetti.

Chicken Alfredo

Grilled chicken tossed with fettuccine and fresh alfredo sauce.

Seafood Alfredo

Sautéed shrimp and scallops tossed with creamy fettuccine alfredo.

All Entrees Include:

Freshly baked garlic breadsticks

Your choice of homemade soup or garden salad

Fountain drink, milk, coffee, tea or juice (complimentary refills)

Price: \$22.00 per person

For reservations: Call or email Stan Mitchell or Col. Ann Conway by 1200 hrs, March 7