

The Eagle's Scream



Commemorative Air Force Florida Wing

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Florida Wing TBM Restoration Project.

Colonel Dick Russell



The hot weather has caused a number of regular members to remain in a cooler place than at the hangar the past couple of weeks. Even the fans are not enough to keep workers cool. There have been a few members that have braved the heat and one can see that progress is being made. Sean Ryan and Ted Cary and others have been clamping the new aft ribs into place on the damaged left wing. The ribs were manufactured by American Aero and delivered to us a couple of weeks ago and it appears that they did a very good job as the pieces seem to fit.

Rich Bowe has installed the new glass in the windshield and polished the glass in the top dome. He has placed it in position on the fuselage to let us get used to seeing a little different silhouette!

We have spoken with the local paint shop owner who believes that he can spray the interior for us in about a half a day. The plan will be to move it outside the hangar and they will do the job on our "turf." The painter has all the protective gear and breathing apparatus to work in that confined area. Our members will need to prepare the fuselage which includes taping up all the holes to prevent overspray. It has been pointed out that after we get the interior clean that we should



brush the surface with Alodine. You will remember that someone used a wire brush on some of parts of the skin and this chemical will not only protect the metal but will cause the zinc-chromate to stick better. We will investigate a source and procure enough to do that job. I'm glad that David Leone pointed out the importance of this step.

Sean, Ted and others did do a check on the engine and even performed a bore-scope inspection of the cylinders and report that the engine looks good. Once the sheet metal repair around the forward part of the fuselage is complete, the firewall will be painted, the oil tank mounted and we could even lift the engine into place. American Aero

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has an engine stand that we may borrow to make it easier to prepare the engine to be mounted.

We continue our communications with Woody at CAF Headquarters in Midland with regard to the parts that are missing from the prop hub and dome. They reported that they have those parts but have been working on other projects and will send them as soon as they can be located.

Work continues on the right wing and a huge "nest" was removed from the interior on Saturday. This is the kind of thing one needs to expect after it has been sitting outside for so long. Ward and Gary Giddick are making great progress on the re-skinning of the right wing stub and expect to have it ready to install in a few weeks.

Jim Goolsby has returned from a two month tour of flying the Collings Foundation B-24. He expects to complete the rib-stitching on the rudder and deliver it to us at an early date. He will then take the elevators up to his hangar near Crescent City for recovering.

We thank all those who continue to work on this project and move it along. We are still looking for a fork lift truck so if you locate one please let us know.

JULY BIRTHDAYS

July 24th is Birthday Saturday at the hangar with cake and ice cream. The following members are celebrating birthdays in July and hopefully will join us on that day:

Dave Laurens	July 4th
Ann Conway	July 14th
Jim Montgomery	July 15th
A. V. Harrison	July 16th
Richard Bowe	July 17th
Art Patstone	July 19th
Lance Forsythe	July 22nd
Tony Fortune	July 27th



Maintenance Officers Report

Colonel Steve Moddle



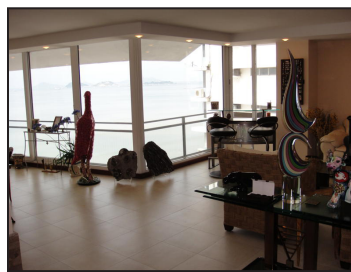
N2995C is doing just fine. It was used well for pictures at the Balloon Fest in New Smyrna Beach and at our Day of Remembrance. When we had the plane at Sun & Fun I was able to get to talk with the representatives of Hartzell Propeller and they sent a manual on our Prop. I have been unhappy with our prop since we have been flying the airplane as it just didn't have the full range of RPM. In June we had it removed from the plane and had some spacers installed so that the pitch could be changed to a lower RPM. I think with some other adjustments we now have a much better range of RPM on the Prop. The only other problem that we need to repair is the Omni Bearing Selector, a gear inside the instrument stripped and new ones will not fit. If we do need to get a new one the plane will need to be rewired to fit the new instrument so we will keep trying to find a used one. Come on out and join us and enjoy our aircraft.

A Letter from Colonel Peter Jacobs

Hello, all!

Linda and I have been here in Panama since the end of April, and we have fairly well settled in as permanent residents. We just received our indefinite visas, so while not Panamanian citizens; we enjoy the benefits of retired people (big discounts on already low prices).

Our apartment is truly very nice: large, airy and with a magnificent view of the



entrance to the Panama Canal. Just about all our furniture and art from the Florida house fits perfectly, and we are quite happy with the result. Of course, air conditioning is a must, and our seven A/C units run just about all the time. Electricity is more expensive than in Florida,

and while no more than what we paid at the Creek, it's still our largest expense.

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I'm driving a Hyundai diesel SUV (just about everybody has SUV's or "Crossover" vehicles here. Panamanian drivers are, for the most part, crazy. However, since I learned to drive in New York City, it does not faze me. Linda, on the other hand, has not yet driven. We will break her in slowly, on Sundays, when the traffic is nil. If I can't take her where she wants to go, the cabs are dirt cheap: \$2.00 max for just about any trip.

We breakfast each morning looking at the new ships that have arrived to transit the Canal, and note those which have "disappeared." Actually, many of the ships discharge their containers here at the Pacific end of the Canal (and at the Caribbean end as well), and a train pulls the containers to the other end, where they are reloaded on other ships for the continuing journey. It's a matter of simple economics: is it cheaper to do that than transit the Canal. They started with 4 container cranes at the Pacific port (Balboa), but now have over 20! So, it's become a big business. Of course, the Canal expansion project is well underway, and they expect to finish it on time in 2014. Then, the Canal will accommodate ships of almost 1500' in length.

We have made many new friends, and Linda has found a very nice church to which she will devote some of her Finance Officer skills. I went fishing last week with a bunch of guys: nothing spectacular, but I caught a 20# + Dorado, which Lind cooked for dinner. It was delicious!



I've kept abreast of the work on the TBM, and I'm proud of those who are working so hard to make it come to life. It sounds and looks (Dick has sent me pictures) that there has been real progress! Keep up the good work.

We hope everyone is well, and send our best to the Wing!

Peter and Linda



New CAF Florida Wing Cadet Josh Adams and his younger brother Nick inspect the L-17 during a recent visit to our hanger.

Executive Officer's Report

Colonel Stan Mitchell

Award to our Cadet--Jerrid Stottlemire--At the April General Members meeting at the Victoria Gardens clubhouse, Cadet Jerrid Stottlemire was presented with an award for his outstanding and dedicated service to the Wing. Among the several projects on which he worked, probably his greatest achievement was to inventory the spare aircraft parts in the hangar and enter them into an Excel spreadsheet. As a result of his efforts, the Wing will know if they have certain parts and where are they located. This will prevent us from making duplicate purchases and save money. Thank you Jerrid for all of your efforts.

Bob Robbins' Memorial Museum and Library--At the hangar, a considerable amount of work has been expended to reposition the bookcases for better display and selection, frame and reframe many of the pictures for a better presentation, suspension from the ceiling different model warplanes, display the important artifacts of historical significance in the museum and make more efficient the Florida Wing's office area. The goal is to prepare the Museum and Library for visitation by the Wing members and friends, CAF Colonels and the general public-- who have an avid interest is aviation. Several young volunteers are being sought to assist in the cataloguing of current and future donations and acting as docents during the hours that the Museum and Library are open. Our thanks go to these CAF Colonels for their tremendous contribution of time and efforts.

New Smyrna Beach BalloonFest--During May 21-23, 2010, the Colonels of the Florida Wing participated in the BalloonFest. Originally scheduled for January, 2010, the Fest was postponed due to the unseasonably cold winter in the Sunshine State. The Wing members manned the PX store to sell aviation silk-screened t-shirts, toy airplanes and WW II combat vehicles and pins and patches of well-known air, naval and ground combat units. The Navion L-17 was brought from the hangar for photo opportunities and ride sales. The days were long (starting at 5:30 am and ending at 8:00 pm) and warm. Thank goodness for the ocean breezes; otherwise, it would have been torture. The visitors would stop at the PX in spurts then no one. However, the sales of goods were moderately successful.

Sun-N-Fun--During April 13 - 18, the Experimental Aircraft Assn. presented their annual gathering of aviation enthusiasts at Lakeland, FL. Along with a daily airshow featuring well-known aerobatic performers, there were vendors, exhibitors and the CAF's Hangar 57. The Florida Wing was invited to display and sell some of their PX goods. The L-17 was taken to the Sun-N-Fun for cockpit photo ops. Even though the national economy was in the doldrums, we had good successes in sales in the PX. Parked in front of the Hangar 57 tent near the L-17 was a restored SB2C of the CAF. Therefore we did not repeat our photo-op revenues of last year. But the success that we were able to achieve can be attributed to all of the Wing's members who made

the trip to S-N-F to support the Wing as well as that of the CAF General Staff members who manned the Hangar. A tremendous thanks go out to all of these people. We could not have had as good a success without them.

Day of Remembrance--The Florida Wing sponsored the Second Annual Day of Remembrance on June 5th and 6th. The Grumman TBM-3 "Avenger", which we are restoring was brought out, washed down and put on display on the hangar apron. We also displayed the Wright Cyclone engine, the propeller and our restored turret with a mock-up of a 50-caliber machine gun.

On Saturday, DeLand Mayor Robert Apgar, DeLand Councilwoman Matucsek and State Representative Allen Hays were present for a memorial service to the sacrifices by Americans at the Battle of Midway Island and D-Day Invasion at Normandy. Colonel Jim Bannerman played his bagpipes as part of the ceremony. Our honored guest was Kathleen Hilbrandt, in 1943, she went to work at the Eastern Aircraft Division of GM as a TBF/TBM plane captain and mechanic. As a WASP, she was stationed at Eagle Pass AAF Base in Texas where she taught male cadets instrument-flight techniques. In 2010 at a ceremony at Emancipation Hall in Washington, Ms. Hilbrandt, along with 200 other WASPs, was awarded the Congressional Gold Medal.

Two other exhibitors were present at our event. The first was the Daytona Rat Patrol who brought two Jeeps for display. They were outfitted in the style of WWII regalia. The second exhibitor was Black Sky Training, Inc. who brought their flight simulator. After some classroom instruction, you entered the simulator cockpit and were blasted into sub-orbital space (100,000 feet). The goal was then to land the plane on the runway at the Salt Flats in Utah. Needless to say some people were very successful in landing and others just bored a hole in the desert.

The stormy weather stayed away on Saturday and Sunday but the days were quite warm. Colonels Steve Moddle and Dick Russell took several passengers for rides in the Navion L-17 and Beechcraft T-34, respectively. Mr. Lenny Ohlsson brought his Waco biplane and took several people for rides. In all, the passengers disembarked from the planes with wide smiles and great enthusiasm.

Many of the visitors were quite interested in our progress in the restoration of the TBM. There were a lot of questions about the displayed items and about our hopes to get this plane flying. There were tours conducted through the Bob Robbins Memorial Museum and Library. Many people were amazed at the breadth of the items which were on display as well as the uniqueness of the books on the shelves.

Summer Activities—We are in the hot steamy summer. Our "snowbird" Colonels have migrated to cooler climates until the Fall. For the Colonels remaining in the area, we take this time to gather and participate in some local activities. At the end of July, the Wing members are gathering for dinner at the Halifax Yacht Club to wish our Cadet, Jerri

Stottlemeyer, good luck as he launches his career in Naval Aviation.

Last summer we attended a Daytona Cubs dinner and baseball game. For this summer the Wing Staff Officers are asking that the Colonels submit ideas for other summer get-togethers. Attending the Cubs baseball game and/or cruising on the Intracoastal Waterway aboard a paddlewheel boat have been suggested. More ideas are welcome. Contact Cols. Jim Bannerman or your Executive officer with your ideas for fun.

Overview of the Wing's Financial Report--At the July Staff Officers meeting, the Executive Officer presented a financial report of the Wing. Even though we are behind last year in our budgeted income, we have been successful in keeping expenses restrained while completing a considerable amount of work restoring the TBM. Over the months ahead, we will keep looking for ways to keep costs down. Our Wing Leader and Project Leader have been very active in recruiting individuals with special talents who have made immediate contributions to the Wing and the restoration effort. After the Day of Remembrance, our next opportunity to supplement our bank account will not come until late October (possibly another Garage Sale) or early November (Golf Tournament and NVA Airshow at Stuart, FL). Therefore, we need some income generating ideas to keep our projects moving forward. Please contact any of the Wing Staff Officers and present your ideas.

FIRST ANNUAL CAF GOLF TOURNAMENT

Things are progressing well for the upcoming fund-raising event in November. It is time to seek major sponsors, merchant contributors and, of course, donations of commemorative gift items. We need our entire organization to help with this effort. Please see me for copies of the solicitation letter and donation receipt form that you will use as an introduction when you approach your favorite merchants. It is often more effective to go in pairs when seeking help from our communities.

We are seeking volunteers to help on the day of the tournament for such activities as setup, welcoming our golfers, score monitoring and other fun tasks. Let's make this a fun and profitable way to increase our funds for Wing operations and the restoration of our TBM.

Col. Pat Clifford, Pat41clifford@gmail.com
Fundraising Officer (386) 675-6244

Farewell Party for Jerri Stottlemeyer



Halifax River Yacht Club
Wednesday July 28
Cocktails 1700hrs
Dinner 1800hrs.

Menu Choice
Prime Rib
Chicken Parmesan
Salmon with Dill sauce
\$20 all inclusive

Call: Jim Bannerman (386) 257-3853
with your reservation and menu choice

Wing Leaders Report

Colonel Charles "Chuck" Downey

Our Grumman "Avenger" was designed for sinking enemy vessels in a well-aimed, low level attack and to launch an airborne torpedo. Holding steady at 200 ft. above the ocean's surface, at 200 kts and for 10 seconds, the pilots focused on the enemy target which was shooting at them and delivered their torpedo! (Try holding your breath for ten seconds while high levels of adrenaline are coursing through your body--pretty long period!) For naval aviators, performing their skilled profession was a risky business.

Lt. (jg) Grant Young, USNR, of Torpedo Squadron Ten along with other squadron members was ordered to attack and sink IJN "Yamato" off Okinawa. Lt. Young, in his TBM-3, delivered a well aimed torpedo against the damaged "Yamato". The torpedo penetrated the hull, below the ship's side armor and denoted in the main powder magazine. The explosion tore this massive enemy vessel into three pieces.

As a result of the encounter with the "Yamato" and with it lying in pieces on the ocean's floor, Lt. (jr) Grant Young was later awarded the Navy Cross for the heroic accomplishment while operating "his" Avenger.

The Florida Wing is very fortunate to be restoring a World War II war bird to its primary mission of carrying aerial torpedoes, flying from aircraft carriers and sinking the enemy ships that endangered other Allied warships! The "Yamato" sinking is one of the many

enemy actions resulting from one of "Avenger's" torpedoes striking home! Over 20 "Avenger" variants were produced within the 9,834 aircraft manufactured during the War (Grumman-2,288 and General Motors-7,546). Our TBM-3E variant was in the largest group produced. The first variant was the Grumman XTBF-1 which flew 7 August, 1941 and entered US Navy service in 30 January, 1942—only 6 months later!

The Grumman TBF/TBM "AVENGER" aircraft--A GREAT NAVAL CARRIER AIRCRAFT!!

Around the Hangar

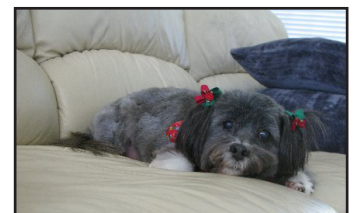


Our Adjutant Colonel Ann Conway and Executive Officer Colonel Stan Mitchell hard at work planning our next fund raising event.



Colonels Lou Figliuolo and Earl Leone preparing lunch for our guests at the Day of Remembrance

Benjamina
the hangar mascot



USSR VS RUSSIA, A PERSONAL OVERVIEW

Colonel Stan and Chris Michell



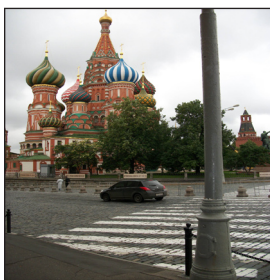
At Christmas time in 1975, Stan and Cris spent 17 days in the Soviet Union, going by air from Moscow to Kiev and to Leningrad. During the summer's White Nights of 2010, we visited Russia for 14 days.

The riverboat Ms Rus was our home as we visited Moscow, traveled up the Volga River, through the lakes region finally ending at St. Petersburg. Physically, much of the city scenes were the same, but westernization was evident—especially in Moscow and St. Petersburg (the old Leningrad).



The beautiful white birch trees lining the highway from the airport to the outskirts of Moscow were still there. However, the road traffic would now rival the congestion in Chicago, Munich or Athens. There were very few Ladas and Muscvichs on the streets. It is said that if the Russians buy Russian cars, they will also need to purchase a mechanic

for the car! Therefore, most of the vehicles on the roads were foreign—ranging from Ford Fiestas and Toyota Camrys to Mercedes E600-Class cars—and all jammed-packed in towns competing for the all-too-few parking places. As a note, the official car for the government “management” is still the Mercedes-Benz. It still does not stop for red lights!



In Red Square, there is much restoration and repair taking place. Looking at the Spasskaya Tower (an entrance into the Kremlin), the scaffolding and safety netting can be seen. Behind St. Basil's Cathedral, public funds

have been donated to restore an old Greek Orthodox Cathedral which stood just outside the Kremlin. It was destroyed in the 1930's on orders by Joseph Stalin as he was tired of looking at it.

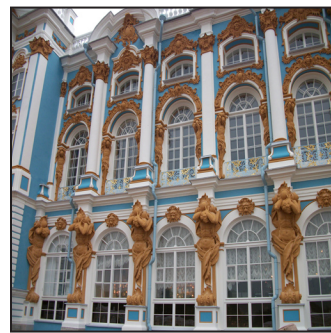


Once in the city centers, it was difficult to spot the local Russians. Whereas grey and drab dominated the Soviet clothing styles, the new styles were bright,

cheery and up-to-date. In the large Moscow department store, GUM, goods by Gucci, Prada, and other international designers are now featured in the kiosks, instead of sausages and shoes. We also found that the babushkas still sweep the streets and brides still place flowers on the War Memorials—old traditions live on.



As we found in 1975, the restoration of historical buildings is still ongoing everywhere. For example, this year in Yaroslavl, the city is celebrating its 1000 anniversary. The city government has promised to complete ALL of the projects by September. This was a big joke for our tour guide as buildings upon buildings are still covered with safety nets, scaffolding and barricades.



On our former visit, Catherine's Summer Palace at Tsarskoye Selo was partially restored to its previous grandeur. Now the restoration had been completed, including a replica of the Amber Room, and all of the gardens around the

Palace. One disappointing aspect of this restoration was that President Medvedev refused to spend the \$14 million necessary to gild all the outside atlantes and columns. Instead, they were finished in bronze-colored paint—and the \$14 million has somehow disappeared.

The current political atmosphere was much different from 1975. Now, people are freer to express their feelings—and they do. They love discussing history and politics (saying both good and bad things), their current leaders and the politicians of other countries. They expressed many political jokes, but are seriously hoping for a unified and educated country with one language (Russian), freedoms of religion and speech and continued opportunities for the freedom of commerce. For us, many “Soviet” memories were found to be contradicted by the recent observations of life in “Russia” or the Confederation of Independent States.

Stan and Cris Mitchell

Honoring American Military Aviation



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APPLICATION FOR COMMISSION

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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.

Applicant's Signature

Date

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 _____