

PROP TALK

November 1, 2004

Volume 14, Issue 11



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Speaker**
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SR LT Ken Rowe (No Kum-Sok)

North Korean Air Force Fighter Pilot

Escaped Communism by Flying His MiG-15 to Kimpo AFB, Korea

Golden Gate Wing Meeting - Thursday August 26, 2004

Written by Col John Crump

Flight to Freedom

After more than 100 missions against F-86 Sabres, Ken Rowe survived the Korean War to deliver an intact MiG-15 fighter to the United States Air Force.

Ken Rowe, was 17 years old when he entered the North Korean Naval Academy. At that time he was still known as No Kum-Sok, the son of an anti-communist father and a mother with a strong Catholic faith. His father had worked for a Japanese corporation on civil engineering projects and railroads connecting North Korea's rugged mountains with the country's coastal plain.



Kum-Sok was born on January 10, 1932 in Sinhung, near Hamhung, Korea. As World War Two came to a close in Japanese occupied Korea, the young man was attending school with a childhood dream of going to the United States. Kum-Sok had

seen pictures of the United States, especially of the New York City skyline, and he dreamed not only of seeing America, but of becoming an American citizen. The Red Army's occupation of North Korea at the end of the

war put those dreams in jeopardy.

With a goal of a free college education, Kum-Sok was admitted to the Naval Academy. At first, because he was truthful about his father's Japanese em-

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PROP TALK
THE OFFICIAL NEWSLETTER
OF THE
GOLDEN GATE WING
COMMEMORATIVE AIR FORCE

The Mission of the Golden Gate Wing is to Promote and Preserve the History of World War II Aviation

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**GOLDEN GATE WING
CALENDAR 2004**

November

- 11 Staff Meeting
- 13-14 Aviation Nation, Nellis AFB (PX*)
- 18 Dinner Meeting

December

- 9 Staff Meeting
- 12 Holiday Party

January 2005

- 13 Staff Meeting
- 27 Dinner Meeting

February

- 1 Start SNJ annual

May

20-22 West Coast Formation Clinic

* **Help out in the PX** - Get free entry to airshows and events - share the camaraderie of success and have fun with other golden Gate Wing Members! Contact Gil Ferrey if you'd like to help!

Tips for Emailing proptalk@goldengatewing.org

Our mailbox receives over 100 spams per day. The service provider has filters which eliminates most of the incoming spam. The rest I have to manually go through. I sort messages based on their subject (or lack of subject). If you email proptalk, please include key words in your subject title which references Proptalk, GGW or CAF, otherwise your email might be unintentionally sent to the trash. Thanks. - Tom Carter

Wing Leader's Report

By Col Ross Bausone



As a reminder, our Wing meeting in November is on the THIRD THURSDAY of the month. This year that is 18 November 2004.

The fourth Thursday is Thanksgiving, and we prefer folks celebrate that holiday with the family. I know that's what I will be doing.

During December, we do not have a Dinner Program. We are planning a Christmas Party for "current" Wing Members, friends and guests. The Date of that program is Sunday, 12 December 2004. We plan the

festivities to begin at 1600 (4:00 p.m.)

We hope you can take advantage of this event, and stop by for a visit, have a bite to eat, and share some Golden Gate Wing camaraderie.

We hope you have participated in a variety of Wing events this past year, and hope to provide more exciting events in 2005.

Until next time, "keep em flyin' safely"...

SR LT Ken Rowe

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ployer, he was denied entrance. But, trying again, Kum-Sok lied to another examiner, and was admitted.

"The examiner who flunked me - - I saw him at the Naval Academy campus one day. He looked at me like, 'How did you get here?'"

As he studied at the Academy, Kum-Sok secretly planned to leave North Korea and Kim Il-Sung's navy.

When the Korean War broke out in June, 1950, Kum-Sok was one of eighty North Korean Naval Academy cadets who had passed a rigorous physical examination and were transferred to the North Korean Air Force. The cadets were being trained by the Soviet Air Force in Manchuria to become the first of North Korea's jet fighter pilots.

Up to that point, the war in the air had consisted of propeller driven Soviet aircraft flown by North Koreans, and most frequently, shot down by US Air Force pilots flying jets. Rowe says he was surprised by the actions of early propeller fighter pilots. Especially the story that one of them who was shot down over Kimpo airbase in South Korea in August, 1950. The pilot had drawn his pistol as he drifted in his parachute, and was shooting at troops below who would have captured him. He was shot and killed before landing on the ground.

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SR LT Ken Rowe

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"When I heard of that news... (I questioned) how could a guy become that much of a communist in less than five years? Before the Soviet Army entered North Korea, there were virtually no communists in North Korea. So I was surprised that guy could be so much of a communist."

Ken soloed in the Yak-18, a light, basic trainer. Then came the Yak-11, an all metal aircraft. At the age of 19, No Kum-Sok became the youngest fighter pilot in North Korea.

China joined the conflict in November, 1950, and that's when the Soviets deployed a fighter division - - two Squadrons - - at Antung airbase in Manchuria, at the mouth of the Yalu River. Those MiG-15s were marked with the star insignia of Red China.

Rowe recalls that was when the jet age arrived for the North Korean Air Force. "The Soviets deployed an elite MiG-15 division from Moscow to the city of Anshan, about 120 miles northwest of Antung, for the sole purpose of training North Korean pilots." This Soviet MiG Division entered the war in 1952.

Ivan Kozhedub, one of the Soviet Union's Triple Heroes commanded the training unit, and Rowe says Kozhedub sent a squadron commander and the future top Soviet MiG-15

ace, Yevgeni Pepelyaev to determine the progress North Korean pilots were making, initially concluding they didn't have enough flight hours.

Ken's MiG-15 squadron was the first North Korean MiG-15 unit thrown into aerial combat from Uiju Airfield in North Korea in early Nov. 1951. After repeated B-29 night raids on the

"I don't know whether he was shot down. The next day China's army sent a telegram saying he'd hit the ground... I went to the site and saw the plane completely shattered. We buried him on the North Korean side of the river."

Over time, Ken discovered the limitations of the MiG-15. Though it was a more maneuverable fighter at high altitude than the F-86, the MiG-15's top speed lagged below its adversary. The MiG-15 has higher rate of climb and higher ceiling since it's thrust to weight and lift to drag ratios are higher than the F-86's.

Rowe says Soviet flight instructors reminded them to fly 1000 km/hr in a combat zone. At an air temperature of 60 degrees Fahrenheit, 1000 km/hr would translate into only .82 Mach.

Rowe says, "That's not fast. You go into a combat mission and fly .82, and you'd get killed right away." The maximum speed of MiG-15 is 0.95 Mach, whereas the F-86 can slightly exceed sonic velocity while diving.

The MiG-15 also had no g-meter to show the stresses of combat aerobatics, and Rowe remembers, "I was afraid to pull too much, for fear I might go into a hard snap roll."

Many US Air Force pilots witnessed MiG-15s doing snap

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field, including strafing by F-86 fighters, all the MiG-15s relocated to Antung (now Dandong) airbase in Manchuria. Ken's fighter squadron was mostly stationed at Antung until the war ended July 27, 1953.

Ken quickly became an element leader in a flight of four MiGs. He lost his wingman returning from a mission in which they entered clouds, but the wingman never came out.

SR LT Ken Rowe

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rolls as they turned away from attacks, often entering spins that ended with the aircraft hitting the ground.

While the MiG-15s armament of (2) 23mm machine guns and a 37mm cannon packed a punch, their rate of fire was slow. Rowe says their successful use required shooting at close range.

"The first time I fired was at an American fighter plane, either an F-80 or F-84. I was very far away. If I didn't fire, I would have gotten into trouble. So I fired at long distance.

"There was a vicious noise and vibration. It was as if I was sitting on a cannon platform. The tracers went out and dropped. That means the target was too far... it was beyond range."

In February of 1952, the first wave of Korean MiG pilots were stood down and the second wave of young pilots became operational. The days of Russian pilots controlling MiG Alley along the Yalu River were coming to an end as American pilots, flying the improved F-86E began to gain air superiority.

In late spring of that year, Rowe says his MiG division commander floated the idea to strafe American fighters at Kimpo, but at that time was vetoed by the Russian commander.

Meanwhile, Communist air forces reached peak numbers of

operational aircraft - - North Korea had 270, China had 2,000, and the remainder were Soviet. USAF reports noted that MiG pilots believed fresh from completing training seemed more willing to engage in combat and were tougher opponents.

By May of 1953, the Soviets were pulling their pilots out of Manchuria and letting the North Korean and Chinese Air Forces



take over MiG operations. USAF records show this was a most hazardous period for MiG-15 pilots, as near universal adoption of the F-86F and new tactics led to a slaughter of MiGs. In May, 1953 alone, 56 MiG-15s were lost versus a single F-86. On June 30, sixteen MiGs were shot down.

John Lowery, an F-86 pilot with the 334 Fighter Squadron, 4th Fighter-Intercept Wing notes, "According to our flight records on the 26th of June, 1953, we both flew combat missions and tried to kill each other. And now, we're the greatest of friends."

In late 1952, Gen. Mark Clark had ordered 1,000,000 leaflets be dropped on the south side of the Yalu River, to launch what

would become known as "Operation Moolah."

Rowe says the leaflets - - in Russian, Chinese and Korean languages - - told of an offer for "any MiG pilot who would bring their flyable MiG to South Korea, there'd be a reward of \$100,000." Approval of the plan went all the way up through Army ranks to then Secretary of Defense Charles Wilson.

The leaflets were not seen by any North Korean, Soviet or Chinese pilots, nor by any MiG pilot stationed in North Korea at that time. More importantly, MiG-15 pilots would have known nothing about the value of the US dollar, making the money offer meaningless, and giving no pilot reason to have defected for the reward.

Rowe also says the offer's directions were to fly over Cho-do Island, which would have been hazardous for MiG pilots, as they had no sea survival gear. Ken says he never heard of the opportunity, nor even saw the leaflets until 30 years later.

July 27, 1953 brought an armistice to the Korean War. Rowe says he was happy to be alive, "But I had one unfinished mission, and that was to escape."

Unlike other escapes of pilots from Communist countries - - landing their aircraft in neutral countries - - Rowe had the challenge of flying his plane to an airfield which was home to the

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SR LT Ken Rowe

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very F-86s Rowe had flown against.

"My danger was not only getting out of North Korea, but also flying into enemy airspace, where an American plane might intercept and shoot me down."

"Where do I land? The only place I can land is at an American airbase. That's the only place with a long enough runway. I figured my chance of success was only about twenty percent. So I was thinking, should I escape or just stay here and suffer the unhappy life. I was scared, I was struggling."

August 15th, brought an opportunity for Ken to escape. The North Korean capital city of Pyongyang held a big parade celebrating Korea's liberation from the Japanese, a parade similar to Soviet parades in Red Square. Rowe flew his MiG in formation over the parade.

"At that time I was thinking of escaping.

But, then I was not ready. I was not ready to die. The cease fire had been signed only 18 days earlier, so I thought I should enjoy my life a little bit."

Ken's next opportunity came shortly thereafter - - 56 days after the armistice. His unit, the most experienced MiG-15 squadron, had been moved to Sunan, on the outskirts of the North Korean capital, where the runway had been repaired from

repeated B-29 bombings. MiG-15s, smuggled by rail into N. Korea after the armistice, had been re-assembled at the base. Despite the peace talks, there was a renewed sense of war.

Rowe says top North Korean officials wanted the MiG-15 pilots combat ready. After the MiGs were reassembled, pilots were to take their fighters up individually and prepare again for operational status. It was an opportunity Ken realized he



Ken Rowe's MiG-15 On Display at USAF Museum, Wright-Patterson AFB, Dayton

could not pass up. On top of that, as Rowe would later learn, the main radar at Kimpo radar was off line for maintenance on September 21, 1953.

Ken remembers, "They said you are the one to fly first, on September 21st. So that morning came. I was ready. Then I got slightly scared. I saw the North Korean Air Force vice commander, who said, 'Fly carefully, because the runway is

not in good condition. And, when you take off, don't get lost.'

"I said no, I'm not going to get lost. Then I told the guy who is flying after me - - the second pilot to take off - - I told him he needed to take off first." Rowe says he also told this pilot to stay up a long time, because if he returned to base soon, officials on the ground would call Rowe back also.

When the MiGs took off, and flew out of sight, Rowe took off alone and turned his jet toward Kimpo airbase.

"My heart was pumping the blood so fast that, my jacket was going up and down here (his chest) one inch. The blood was not flowing out of the heart into the vein fast enough. I thought I might die before I even reach the DMZ."

Ken quickly passed over the demilitarized zone, noted F-86s in the air over what should be Kimpo, and

then heard the tower back at Sunan calling his location repeatedly. Ken never responded.

"Kimpo runway was showing up on the horizon. Now, the problem is how to avoid F-86s, how to avoid the anti-aircraft guns. Then I'll be okay."

As Rowe approached the long, black parallel runways at Kimpo, he noticed five or six F-86s to the southeast of the air-

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SR LT Ken Rowe

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base. Then he saw one American jet landing on a runway towards Rowe, and a wingman on final approach behind that first F-86. Despite a northerly wind on that day, Rowe approached the runway downwind for a quick landing to avoid detection.

"I was thinking about how to signal the antiaircraft gunners not to shoot at me. I opened the speed brakes to slow down... flaps down... landing gear down. Then I rocked the plane furiously, left and right. I thought they might see me by then. Then I fired colored flares - like fireworks - yellow, green, red and white.

"Then I landed. As soon as I touched down on the runway, I couldn't believe what I did. I had successfully accomplished my escape plan beyond my wildest expectations." Rowe

says an emotional wave of freedom flooded through him as he applied the brake to slow down the plane on the runway. Only then did he realize he had somehow missed the second F-86 which landed in the opposite direction on the far end of the same runway as Rowe. They had passed each other at high speed but avoided a disastrous head-on collision.

Ken says he taxied over to a group of parked F-86s (a slot just vacated by two 334 Fighter

Squadron F-86s from John Lowery's flight), and shut down his MiG-15. An F-86 pilot sitting in his cockpit on alert, was reading a magazine as the MiG rolled up. Rowe says the pilot later told him he thought about arming his fighter's six .50 cal machine guns and firing at the MiG, but thought better of it.

Rowe opened his canopy, dropped to the ground, and

coming an American."

Back to the north, Ken's fellow MiG pilots that day were not so fortunate. All five of them, including Rowe's best friend, were executed.

"He knew I was an anti-communist. Just about two weeks before I escaped I told him I'm going. He said he was scared, and that if I went, he'd be in trouble."

A small military press conference revealed to Rowe the reward for delivery of a MiG offered by "Operation Moolah". A larger, second press conference brought questions about why he escaped, his future plans and what he planned to do with the reward money.

Shopping at a PX for essential items, Ken quickly found out the value of the dollar, and he left the store with shaving supplies and sundries, under-

wear and socks - all for under sixteen dollars. Rowe says at that time 100 dollars was more than a year's salary for most Koreans.

Soon, Ken was on Okinawa, where he assisted US test pilots flight testing the MiG-15, and told of his experiences with the North Korean and Soviet Air Forces. He worked for USAF Intelligence before coming to the United States in May, 1954. The MiG-15 Ken flew to

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Early 2004, Ken Rowe and Dave Sutton, MiG-15 owner, celebrate after his first ride in a MiG-15 since escaping from the North Korean air force in 1953. (Photo by Joe Piccorossi)

asked to be taken to the headquarters. He recalls American pilots coming out to his MiG, and hearing comments on the "sweet landing" he had made. On his way to 4th Fighter Intercept Wing headquarters in a jeep, Rowe was finally asked to surrender his pistol.

John Lowery was standing on 'BOQ Hill' when No Kum-Sok taxied his MiG-15 into the alert area. He says "I was lucky to have witnessed Ken's first step toward freedom and toward be-

SR LT Ken Rowe

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Kimpo that day is now on display at the USAF Museum in Wright-Patterson Air Force Base near Dayton, Ohio.

Ken became a United States citizen and earned his engineering degree and worked for corporations including DuPont, Boeing, General Dynamics, General Motors, General Electric, Lockheed, Grumman, and Westinghouse. Ken was a professor of engineering at Embry-Riddle Aeronautical University for 17 years and retired in 2000.

Ken's Catholic upbringing also led to his meeting his wife, Clara. She worked at the Catholic Relief Organization office on the 65th floor of the Empire State building. A priest introduced Ken and Clara, then later presided at their wedding. They have now been married for 44 years.

Ken Rowe has documented his life and details of his daring escape from North Korea in the book *A MiG-15 to Freedom*, published in 1996, with a limited reprint this year. The book can be ordered through Phil Schasker at discount price of \$30.00 with Ken Rowe's autograph.

Midland Trip

Written by Col Tom Carter

Again Bob Burnett and I joined the Marshall's Gaggles to Midland this year. I drove down to Cable airport to hop in the Antonov for the flight to Cliff Heathcoat's secret base in Johnson Valley.

We had about 22 people, traveling to Midland in an L-4, Antonov, SNJ, T-6, Cessna 210, Piper Archer, Cessna 172,



The Antonov in formation with Chris Jensen's Piper on the way to Midland

Navion and a Tri-Pacer. Bob helped ferry a Tri-Pacer recently purchased in Washington by Mike Haynes.

Due to the short range of the L-4 and the lack of airports along the route which had fuel, the Antonov served as a fuel truck for the L-4.

Bob Cable (the Antonov pilot) liked to keep the throttle at a medium setting for cooling purposes. At one point during the flight I was flying right seat. I either ran into hotter air, a downdraft, or some passengers decided to move closer to the back I'm not sure, but trying to maintain 6500 feet slowed us way down, until I heard Ed Cleveland call on the radio "If you guys go any slower, I'm going to need flaps". So Bob finally decided to give it more throttle.

During the return trip, we had to spend the night in Ryan (northwest of Tucson). The hotel sent ONE minivan to pick up 12 people. We actually fit all 12 of us in the minivan. Maybe not a world record, but a record for pilots I'd say. Overall a good trip, and never the same.



Bob Burnett fueling the Antonov



John Selk flying our SNJ in formation with Doug Schuster and Cliff Heathcoat in their T-6 as they pass the Antonov during the trip home. Thanks again John!

Last Flyable DC-2

Long Beach Press-Telegram 10/12/04

Author: Tim Grobaty

Reprinted w/o permission from an internet email

Goodbye in the sky

The skies over Long Beach, at least the always-interesting skies over Bixby Knolls and California Heights, will have a decidedly retro look for a few glorious moments Wednesday morning as a vintage Douglas DC-2 the last flyable one in America takes to the sky on its final flight.

The magnificent twin-prop, 18-seater, DC-2, is heading to its plush new home in a hangar, protected from the elements, at

the Museum of Flight in Seattle.

This particular DC-2 came off the line as No. 77 (out of 156), on March 13, 1935, to join the fleet of Pan American Airways.

No. 77 flew commercially in the U.S. for a couple of years before Pan Am transferred it to Mexicana Airlines.

In 1953, the plane came back to the States, where it was purchased by Johnson Flying Service, out of Missoula, Mont., and served mainly to carry fire jumpers to battle forest fires.

In 1974, it was donated to the

Donald W. Douglas Museum and Library in Santa Monica, where it suffered corrosion from the salt air from the nearby Pacific.

Eventually, a small and devoted group of former McDonnell Douglas/Boeing employees began to put No. 77 back together in showcase shape, and, after putting more than \$150,000 and 16,000 volunteer hours into the project, they succeeded.



Last Flyable DC-2



Inspired by the technical success of the DC-1, the DC-2 was introduced less than a year after the DC-1's first flight.

The new plane was similar in shape to the DC-1 but had more powerful engines, was faster and capable of longer flights. More

importantly, it was two feet longer and could carry two more passengers.

The DC-2 was an instant hit. In its first six months of service, the DC-2 established 19 American speed and distance records. In 1934, TWA put DC-2s on overnight flights from New York to Los Angeles. Called The Sky Chief, the flight left New York at 4 p.m. and, after stops in Chicago, Kansas City and Albuquerque, arrived in Los Angeles at 7 a.m. For the first time, the air traveler could fly from coast to coast without losing the business day.

The DC-2 was the first Douglas airliner to enter service with an airline outside the United States. In October 1934, KLM Royal Dutch Airlines entered one of its DC-2s in the London-to-Melbourne air race. It made every scheduled

passenger stop on KLM's regular 9,000-mile route (1,000 miles longer than the official race route), carried mail, and even turned back once to pick up a stranded passenger. Yet the DC-2 finished in second place behind a racing plane built especially for the competition. After that, the DC-2's reputation was assured and it became the airplane of choice for many of the world's largest airlines.

In 1935, the DC-2 became the first Douglas aircraft to receive the prestigious Collier Trophy for outstanding achievements in flight. Between 1934 and 1937, Douglas built 156 DC-2s at its Santa Monica, Calif., plant.

First flight: 1934
Wingspan: 62 feet
Length: 61 feet 11.75 inches
Height: 16 feet 3.75 inches
Ceiling: 22,450 feet
Range: 1,000 miles
Weight: 18,560 pounds
Power plant: Two 875-horsepower Wright Cyclone engines
Speed: 200 mph
Accommodation: 3 crew, 14 passengers, 3,600 pounds cargo



WE WANT YOU!

**Open positions we need
filled ASAP:**

PX OFFICER

Under the direction of the Marketing Officer this Officer is responsible for replacement/replenishment of the PX inventory, trailiering of the PX to wing events, and staffing of the PX at monthly meetings, wing events, and air shows as directed by the Wing calendar. This individual needs to be responsible, active, and willing to use the telephone to obtain volunteers to support this function. Average time spent is about 12 hours per year, plus attendance at wing events. To apply, or for further information contact Col Gil Ferrey: (510) 527-7367; E-MAIL: marketing@goldengatewing.org

RECRUITING OFFICER

Under the direction of the Marketing Officer this Officer is responsible for development and execution of the Recruiting and Retention Program of the Golden Gate Wing. Keen insight into what makes an active member is helpful, while providing a focal point for recruiting questions, and development of materials to support this

function. (Some materials already exist) This individual needs to be an active participant at Wing functions, willing to use the telephone to contact volunteers in support of Wing events (with recruiters) and understand the mission of the CAF/Golden Gate Wing. Average time spent is about 12 hours per year plus attendance at wing events. To apply, or for further information contact Col Gil Ferrey: (510) 527-7367; E-MAIL: marketing@goldengatewing.org

DEPUTY ADJUTANT ASSISTANT

Under the direction of the Deputy Adjutant and Wing Staff, this officer is to provide administrative support to the Deputy Adjutant, including report generation, data base administration, web based DB support, and timely reporting and updating of the membership database. For further information contact Col Ross Bausone: (510) 538-8760; E-MAIL: wingleader@goldengatewing.org

DEPUTY MARKETING OFFICER

Under the direction of the Marketing Officer, maintain an active role in support of the Marketing Officer. Continue to build strong organizational relationships both in and outside of the Golden Gate Wing, and

with the CAF Headquarters functions. Work to achieve Wing goals, consistent with the planning and administration of the Marketing function. Individual must be willing to provide telephone support to enlist volunteer help as necessary, and must be willing to back up the Marketing Officer when that officer cannot be available for duty. To apply, or for further information contact Col Gil Ferrey: (510) 527-7367; E-MAIL: marketing@goldengatewing.org

NEW SITE COORDINATION OFFICER

Under the direction of the Wing Staff, develop, coordinate and organize the meeting schedule to bring about change in the Wing operations base. This Officer needs to have great follow up skills, ability to communicate well using the telephone, and e-mail, and be willing to be persistent with regard to successful meeting execution. This Officer is a key component of our relocation program, and while we have no idea when the Port may decide our fate, we are working to make this happen under our control, rather than as an episodic emergency. For further information contact Col Ross Bausone: (510) 538-8760; E-MAIL: wingleader@goldengatewing.org

Contributions Contact proptalk@goldengatewing.org to suggest corrections/additions.

T-33 Squadron

Current Contributions:

Mary Alexander
Phillippe Auger
John Baczynski
Rick Bell
Bob Burke
Bob Burnett
Manual Calderon

Robert Campbell
Doug Cayne
Julie Clark
Gil Ferrey
Gregory Fretz
John Fulton
Bob Groom
George Hansen
Michael Harris
Ronald Iberg

John Kelly
Bill Leahy
Tom Leo
Stephen Merlan
Mark Merrill
Martin Michaud
James Munn
Dick Perkins
Edgar Refsell
Jim Schmidt

Gerald Ueblacker
Nick Ulman
Frank Washburn
Jim Williams
Bruce Willock

Past Contributions:

Michael Lloyd
Paul Mc Donald

2004:

Admiral \$10,000 or more

Col. Doug Cayne
Col. Gary Adams

Vice Admiral \$5000-\$9999

Col. John Fulton

Rear Admiral \$2500-\$4999

Col. George Hansen

Commodore \$1,000-\$2,499

Captain \$500-\$999

John Thompson Estate

Commander \$250-\$499

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Col. Ron Flashberger

Lt. Commander \$100-\$249

Col. Mary Alexander
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Col. Daniel Dybdahl
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Col. Donald Sanders
Col. Mark Klein
Col. Mike Swan

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Col. P.J. DeGroot
Col. Mark Present
Col. Dick Shaw
Col. David Dethlefsen
Col. Mick Hanou (Chevron)

Lt. (J. G.) \$25-\$49

Col. Tom Leo
Col. Tom Carter
Col. Lee Engberg
Col. Jennifer McCarthy
Col. Al Marcucci
Col. George Craig
Col. Peter Geiler

Ensign \$1-\$24

CHARLIE PALIN SPEAKER FUND

Col Bruce Willock has established this special fund to help finance a dinner meeting speaker's trip if the speaker is from out of town. He will match any funds donated for this purpose with one dollar for every two dollars donated up to a total of \$900.

CONTRIBUTORS TO DATE:



Charlie Palin

Owen Sullivan, Bruce Willock, Gail Palin,
Dick Perkins, Eagle Field (Joe Davis), Hap Halloran,
Joe Shriber, Bob Burnett, Denis Pontefract, Mike Morgan,
Walt Caldwell, Paul Bergman, Dave Nolthenius,
Robert Campbell, Dorothy Johnson, George Craig,
Harry Purcell, Stu Eberhardt, Marilee Snyder,
Larry Pirack, Dorothy Johnson

Send your contribution to Golden Gate Wing Speaker Fund
PO Box 6056, Oakland, CA 94603

New Golden Gate Wing PX Items For Sale

Shirts:

Boys' Aviation Prints Aloha Shirts - sizes 2-12	\$15.00 - \$20.00
Mens' Aviation and Ship Aloha Shirts - sizes S-4X	\$30.00 - \$65.00

Models:

InAir Diecast 3.5"-4.5" model planes (most models)	\$3.00 ea.
InAir Diecast 6.5"- 8" model planes (most models)	\$7.50 ea
1:48 Scale Aircraft Model kits - P-51, F4U & P-40	\$7.50 ea
1:72 Scale Fighter Plane Model Kits	\$7.50 ea
InAir Penholders - SR-71, F-14, B-1	\$6.00 ea
InAir Pencil Sharpeners - F-16, B-17, F-18, P-51	\$3.00 ea
Classic Cars in 1.24 scale (many models)	\$15.00 ea
1946 Ford Sportsman 1/18 scale	\$60.00 ea
1948 Ford Woody 1/18 scale	\$60.00 ea
1934 Ford Coupe Hot Rod 1/24 scale	\$20.00 ea
1949 Buick Convertible 1/18 scale	\$30.00 ea
1953 Buick Skylark 1/18 scale	\$30.00 ea
1958 Chevrolet Corvette Conv. 1/18 scale	\$30.00 ea
1940 Ford Coupe 1/18 scale	\$30.00 ea

CD:

CD Aircraft Recordings - P-51, P-38, F4U	
Round Sounds, ME-109 Gustav, etc	\$20.00 ea
(all prices include sales tax)	

**New Members
2004
Welcome!**

Joe Dagosta
Delano Valek
Larry J. Dundon
Roger Evans
Hubertus Von Marschall
Judy Hovatter
Aaron Zeff
John P. McCann
Christopher T. Carey

Make checks for PX items payable to:

**Golden Gate Wing, CAF
PO Box 6056
Oakland, CA 94603**

SAVAGE MAGNETO SERVICE

is moving
again!

**2415 Radley St. #7
Hayward, CA 94544
[510] 782.7081**

we are building a website:

• **savagemagneto.com**

map



HAPPY BIRTHDAY!!!

To the following Colonels!

December 2004

John Accinelli	4
Bill Bates	5
John Schottenheimer	16
Joe Dagosta	19
Richard Perkins	21

Floyd Harlan	25
Michael Harris	25
Ray O'Neal	25
Andrew Hunt	27
Ronald Rex	27

Remember the Commemorative Air Force Mission:

- 1 To preserve in Flying condition, a complete collection of combat aircraft which were flown by all military services of the United States in World War II.***
- 2 To provide museum buildings for permanent protection and display of these aircraft as a tribute to the thousands of men and women who built, serviced, and flew them.***
- 3 To perpetuate in the memory and hearts of all Americans the spirit in which these great planes were flown for the defense of our nation.***
- 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.***

GOLDEN GATE WING

AMERICAN AIRPOWER HERITAGE GROUP, CAF

CMDR Bill Ambrosio, USN (RET)

Naval Aviator, Combat Fighter Pilot, Career Officer

- * Completed "Elimination Flight Training" In Long Beach, CA
- * Earned Naval Aviator Wings of Gold , Class 8A 41-C, Corpus Christi, TX
- * Assigned To VF-27, Flying F4F Wildcat Fighters, Aboard USS Suwannee
- * Participated in Operation Torch, Invasion Of North Africa
- * Flew combat at Guadalcanal-Henderson Field, January-April 1943
- * Rotated To USA; Reassigned To VF-18 On USS Bunker Hill, F6F Hellcats
- * Flew Combat In Pacific, Aboard USS Bunker Hill, October '43--June '44
- * Cadet Classmate of USN CAPT Cecil Harris, ACE With 24-Aerial Victories
- * At Guadalcanal, Roommate With Marine Pilot Tom Furlow, Wingman For Joe Foss
- * Flew Over 160 Combat Missions; Flew Fighters And (Later) Multiengines
- * After 27 Years Active Duty, Retired In 1967 And Began A Long Successful Real Estate Career

DATE: Thursday November 18th, 2004

TIME: 1730 doors open

**PLACE: Former Naval Air Station (NAS) Alameda Terminal Building
2151 Ferry Point, B-77, Oakland**

Donation: One \$10.00 bill and enough food to serve 3-4 persons (no food = no eat)

Your donations help us cover the expenses incurred in running the O'Club as well as our monthly hangar fees and aircraft maintenance costs. Local CAF groups do not receive funding from CAF HQ and are totally self supporting. Your donations help "Keep 'em flying in the Bay Area".

PLEASE! No frozen food or uncooked pizza. If you choose to bring a whole roasted chicken or other messy-to-prepare offering, YOU are expected to cut it up for serving. KITCHEN REMINDER: if your bowls, utensils, and other cooking paraphernalia are not marked, they are considered a donation. The Kitchen Staff do not have any way of telling what equipment you brought. PLEASE MARK YOUR STUFF!!!

I-880 Northbound to Oakland:

Take the BROADWAY exit toward DOWNTOWN
Take the ramp toward JACK LONDON SQUARE
Turn LEFT onto BROADWAY

I-880 Southbound to Oakland:

Take the exit toward BROADWAY/ALAMEDA
Stay straight to go onto UNION ST.
Turn RIGHT onto 7TH ST.
Turn RIGHT onto BROADWAY

Turn a sharp LEFT to take the ramp toward ALAMEDA

Stay straight to go into the WEBSTER ST TUBE/CA-260 S.

Exiting tube, continue south on Webster Street (keep right) for 0.6 mile.

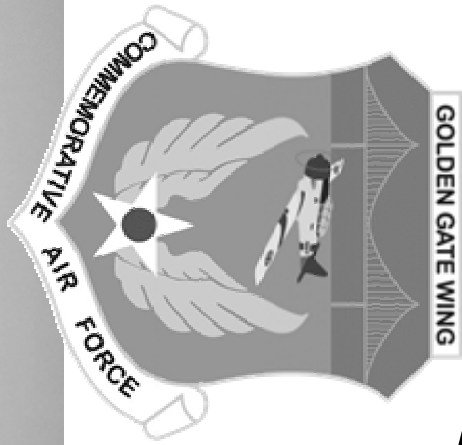
At first traffic signal (Atlantic Avenue), turn right and drive west 2.2 miles. En route, you will:

- drive through the overhead "Alameda Point" gate structure
- curve around the aircraft on the pedestal by following the broken white lane divider line.

At stop sign (Ferry Point Street; T intersection), turn right and drive north 0.1 mile. Building 77 (also labeled "2151 Ferry Point") is on your left.

Park on street side of Building 77. Front entrance is at "left" side of building (facing the ships). Handicapped ramp is at "right" side (back) of building. Stairs and elevator to second floor meeting room are in middle of building.

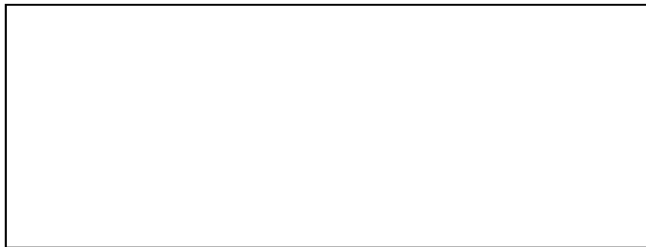
PROP TALK



**Golden Gate Wing
PO Box 6056
Oakland, CA 94603
www.goldengatewing.org**



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