

PROP TALK

April 2007

Volume 17, Issue 4



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**Upcoming Guest
Speaker:
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LT COL Robert C. Cozens, USAAF & USAF Reserve (Ret.) B-17 Pilot and Original Member of the 95th BG(H)

Written by Col John Crump

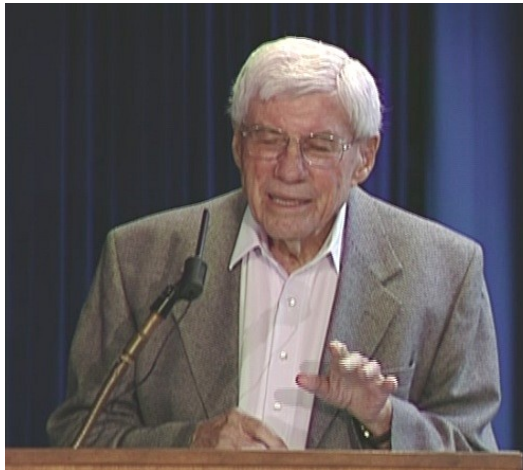
Early Days with the Mighty Eighth

Bob Cozens remembers living the good life in October 1941. He was enrolled at San Diego State College and playing football there. He had a brand new, gorgeous girlfriend named Patricia Ann (Patsy Ann) Hamrick.

The only dark cloud he was carrying was a draft card, a ticket he knew would eventually be punched to propel him into the US Army as a foot soldier.

In recognition of that, Bob contacted the Army Air Corps cadet recruitment office, where his cousin was working.

“I was still playing football and enjoying it. The last game I played was against a team coached by a gentleman named Amos Alonzo Stagg. Some of you of that era may remember what a great individual he was and what he contributed to the game of football.”



As Cozens recalls, San Diego State beat College of Pacific that day, 6-0.

Only a little more than a month later, after the attack on Pearl Harbor, Cozens was immediately in touch with his cousin, asking where in the process his application was. With no definitive answer, Cozens applied again, and this time got swift word to report for duty January 2, 1942 at

Fort Rosecrans, California.

From there he was off to Minter Field, Bakersfield, where he got a tardy draft notice to report for infantry duty. By the end of the month, Cozens had been transferred to King City for Primary flight school in Stearman biplanes. He recalls soloing without incident and, on another flight, getting a Stearman into spins, from which the plane repeatedly righted itself.

Two months later saw Cozens flying the BT-13

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

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GGW CALENDAR 2007

April

13 Staff Meeting
 26 Dinner Meeting - Guest Speaker:
Lt. Leonard Komor USAAF (Ret.)
 29 *Half Moon Bay Dream Machines

May

11 Staff Meeting
 12 *Modesto Airshow
 18-20 Formation Flying Clinic
www.goldengatewing.org/formationclinic
 24 Dinner Meeting - Guest Speaker:
Lt. George Martin, US Navy (Ret.)
 26-27 *Watsonville Fly-In & Air Show

June

9 Eagle Field - www.eaglefield.net
 9-10 *California Capital Air Show - Sacramento
 15 Staff Meeting
 16 *Helicopter Air Show San Carlos (Hiller Museum)
 28 Dinner Meeting - Guest Speaker:
**Machinist Mate 1st Class,
 William "Bill" Henderson, USN (Ret.)**
 29-1 *Golden West Fly-In, Yuba City/Marysville

July

9-11 National Patriotic Rally, Las Vegas, NV
 13 Staff Meeting
 26 Dinner Meeting

August

10 Staff Meeting
 18-19 *Wings Over Wine Country Air Show - Santa Rosa
 23 Dinner Meeting

September

1 *Chico AirFest
 14 Staff Meeting
 27 Dinner Meeting
 28-30 *California International Air show - Salinas
29/30 *Airsho 50th Anniversary Show, Midland, TX
 New date! (changed from Sept 22/23)

October

12 Staff Meeting
 25 Dinner Meeting

* Air shows added for info only. This does not necessarily
 indicate whether the PX is attending or not.

Wing Leader Report

By Col Steve Kauzalrich



Summer is quickly approaching and with it comes Air Show season. The Golden Gate Wing plans to attend several shows and events this year including the Half Moon Bay Dream Machines in April, and the Watsonville air show and the Golden Gate Wing's West Coast Formation Clinic in May. We're planning supporting the Air Shows with the PX, and as usual need your help to sell items to the public and to recruit new members – essential to our Wing's continuation.

Our SNJ is once again flying, making a test hop in March with pilot sponsor Colonel Mike McKinley at the controls and our Flight Ops Officer Col Ross Bausone checking for enemy Cessnas and Pipers from the back seat. The following weekend Colonels McKinley and Rene McCoy in the SNJ, and Colonels Jim Thomas and Tony Banta in their AT-6's flew to Watsonville on a formation training flight. We are hoping to make a showing at the above mentioned shows as well as the Hiller Aviation Museums "WWII Trainer Day" on May 12th.

The Friends of the Fighter Aces will hold a "P-51 Mustang Aces Symposium" at Travis AFB on April 21st. Several High Scoring 354th FG Aces including LTC Lowell Brueland and Capt Ken Dahlberg, both with 14 Victories will be present! Please contact Col Phil Schasker at 408-

725-8095 for ticket information.

Another event to put on your calendar is HQ's "National Patriotic Rally" in Las Vegas July 9 – 11, with Keynote Speaker, Colonel Oliver North. Please go to our website for more information on this first time and valuable event.

(www.goldengatewing.org).

Colonel Bausone is looking into a weekend to have a "Fly Day Barbeque" - probably at Livermore and contingent upon Attitude Aviations busy flight operations schedule. Please contact Ross and let him know how you can help. Without your help – these events will not happen! Remember - Staff members are just as busy as you are and can't fly solo to get things done – they need a crew!

Lastly, Colonel Tom Carter, our Ground Operations Officer, Webmaster and Proptalk Editor (that's right - three Staff positions for Tom!) has been working hard lately on reformatting Proptalk into a full color Newsletter. Even though it has the same look as before, Tom had to recreate the whole newsletter from scratch when converting it to color (thanks to Microsoft Publisher). Thanks Tom - and I hope that you're not too confused by all the hats you're wearing!

Happy Contrails - Steve

From the Adjutant



Stacey L. Ward-Roads
209-725-1647
adjutant@goldengatewing.org

Greetings Colonels and
Friends:

In the last issue, all Colonels and Friends were advised to make sure their dues were paid and that their information on file was correct.

I have gone through the database and found the following Colonels are not current with Midland: Bob Oliver, Jim Burke, Joe Chan, Jim Eberhardt, Paul McDonald, Peter Tausig, and Al Fournier. If you believe this to be an error, please call me ASAP at 209-725-1647. If the CAF membership issue is not resolved, you will be removed from membership in the Wing on 4-30-2007.

Dues to CAF Headquarters have not been received by Midland and these Colonels will be dropped in May, unless brought current: Jennifer McCarthy, Phil Schasker, and Doug Schuster.

The database shows the following GGW members owe dues (unless noted, the dues are for 2007): Adams, Arenson, Auger (2006), Baczynski, Bausone (2005, 2006), Bell (2006), Black (2006, 2007), Boggs (2006), Booth (2006, 2007), Bredlau, Buchanan, Busch (2006), Campbell (2006), Cesaafsky, Crai (2006, 2007), DeGroot, Delli Gotti (2006), DeMuth, Bill Eberhardt (2006), Stu Eberhardt, Enderlin, Engberg, Ferry (2006), Feyerabend, Geiler (2006), Ghilotti, Gillead, Hadley (2006, 2007), Hanou, Hardee (2005, 2006), Hardiman (2005, 2006, 2007), Heathcoat (2006), Henry

(2006), Hornbeck, Jim Hovatter, Judy Hovatter (2005, 2006), Illslery, Douglas Jackson, John Jackson (2006), Dorothy Johnson (2006), Karlsson (2006), Kauzlarich (2006), Kenney (2006), Leahy (2006), Lowney, Macfie (2006, 2007), Marcucci, McCarthy (2005, 2006, 2007), McCoy, McDonald (2004, 2005, 2006, 2007), McGaw, Mendes (2006), Mendoza, Merlan (2006), Montague (2006), Morgan, Nielsen, Nolan (2004, 2005, 2006), Nolthinius (2006), Perkins, Peterson, Present (2005, 2006, 2007), Rance, Richards, Sanders, Schasker, Schuster (2006, 2007), Selk (2006), Shaw, Shriber, Stewart, Swan (2006, 2007), Tewes, Thomson (2005, 2006), Updegraff (2005, 2006), Von Marschall, Washburn, Williams (2006), and Willock (2005, 2006).

The 2006 books are being reviewed to determine if any missing dues listed above were, in fact, paid and listed in another category. If you believe there is an error, please call me ASAP at 209-725-1647. 2006 and prior years' dues must be brought current or you will be removed from membership in the Wing on 5-31-2007.

If you are not sure what month your Wing dues become due, please give me a call or e-mail me at Adjutant@goldengatewing.org.

Help is still needed in sending Rosters and Dues Cards to all paid members.

Thanks!
Stacey

Robert Cozens

(Continued from page 1)

in Basic flight training at Moffett Field. One day, his instructor asked him one day to put the trainer into a spin to the right.

“I pulled it up into a stall, kicked the right rudder and she was really tight. He said to pull it out, and I did, into a stall, and that bugger whipped into the tightest spin to the left, and I was in a state of shock.

“And I don’t know, honestly, I don’t know... If I didn’t have an instructor with me that I day I might not be here speaking to you. Wow, that was a really tough one!”

The risks of training were made painfully clear on Cozens’ first night solo landing. A classmate made a fairly perfect landing, except he dropped onto the runway from 50 to 75 feet above it.

“There were three of us up there, waiting until they cleared the wreckage off of the runway, waiting to see if any of us were capable of doing any better.”

Cozens recalls yet another challenge of training at Moffett was the presence of lighter-than-air craft (Navy anti-submarine blimps). Pilots of fixed wing aircraft had to steer clear of the airfield until the blimps were tied up after landing, a process that could be quite time-consuming. Cozens also jokingly commented about the Navy taking over the housekeeping chores at Moffett.

“We got up for breakfast and there were Navy beans on the plate. I was glad I was in the Army Air Corps.”

Chico was Cozens’ next stop, simply to ferry BT-13s on the way to Advanced Flight Training at

Stockton Army Air Base. That’s where Cozens met, by alphabetical assignment, Harry Conley, Dick Cordell and himself. The three men lived together, daily flying AT-6 trainers up and down the San Joaquin Valley.

On July 26, 1942, the three men became 2nd Lieutenants and received their pilot’s wings. The closeness of their relationship was measured by

the fact that Conley and Cordell joined Bob and Patsy Ann on their honeymoon.

“The fact that Harry had the car dictated part of this.”

Soon, though, the group would become smaller by a couple.

“The four of us headed off to Salt Lake City, and in typical Army sequence, we went to Salt Lake City so they could assign us to Spokane, Washington. Why we couldn’t go di-

rectly from Stockton to Spokane, I don’t know. We did lose Dick Cordell along the way. He got assigned somewhere else.”

At Spokane’s Geiger Field, Cozens said the pilots were restricted to base 24 hours a day for six days a week. Meanwhile, the wives stayed together in local hotels. On the weekly day off, the pilot who was off duty and his wife had use of the hotel bedroom.

Training’s next phase put Cozens and Conley in B-24s. But after about a month, those bombers were replaced by B-17s. Remarkably, there had been no transition from the single-engine AT-6 to the four-engine B-24s, and then B-17s.

Next came the formation of the 95th Bomb



Robert C. Cozens Crew - 334th Sqn

BACK ROW: Robert C. Cozens (pilot), James Reed (co-pilot), Willard Brown (navigator), "Basie" De Wolf

MIDDLE ROW: John Webb, Decker, Nicholson, Ray Ballard

FRONT ROW: Nicholas Bitcliffe, John Burkot

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Robert Cozens

(Continued from page 5)

Group, with Bob and Harry appointed flight leaders in the 334 Bomb Squadron. Before the pilots and their wives could really settle down in Spokane though, came a move to Ephrata, Washington. It was a move which had Cozens stumped.

“We were assigned to Washington state's central desert. The base was an airstrip and some tarpaper shacks. I don't know why we moved there from Spokane, and then back.”

Cozens still delights in telling the story of Harry Conley's pratfall when leaving for the desert airfield from Geiger Field. “We were going through the gate to the flight line carrying our B-4 bags. We were saluting the sentry as we went through and the walkway was a little icy. Just as Harry started to salute, his feet went out from under him. He slipped on his butt, holding his bag, and on his back he went through, saluting the sentry.”

In September of 1942, Bob suffered the loss of his older brother, who was caught by a thunderstorm and went down on an advanced training flight out of Roswell, New Mexico.

“I tried my darnedest to get from Spokane to San Diego in time for the services for my brother. We drove to Seattle and I got on a United flight, heading hopefully to southern California. It made a stop in Portland and I got bumped because I didn't have the highest priority or whatever it took at that time to do this.

“I walked across the field, found an Army flight that was heading to Sacramento. From Sacramento I took a bus to San Francisco, and got on a United flight that took me to Burbank. Somehow I got from Burbank to the train station, and was getting off the train in Oceanside, north of San Diego when the services were being held in San Diego.

So I missed the services of my older brother.”

By December the Bomb Group had moved by train to Rapid City, South Dakota. Patsy Ann took the car, over icy roads, back to the motel in Spokane. She sold the car before she and the dog took the train to San Diego, since the 95th's commander had suggested it best not to bring wives along to the remote base at Rapid City.

Training that winter in Rapid City, at the edge of the Black Hills, proved a challenge. The 334th



B-17, 42-30273 B17-F "Patsy Ann III "

Assigned to the 303rd BG Molesworth 16/6/1943, it was transferred to the 334th BS 95th BG, Horham 17/6/1943. Piloted By Robert C. Cozens from June to September 1943, following a propeller runaway, the Cozens crew transferred to 42-30226.

Squadron was sent to Pueblo, Colorado where there were better weather conditions. Yet when on its first day there, a crew was lost to a snowstorm, the 334th returned to Rapid City.

A two-week furlough in February of 1943 brought a trip to California, but for Cozens and Conley, coming back to home base was a nightmare. When Conley said he'd secured two seats on an Airlift Transport Command flight, Cozens

got a \$200 refund on civilian flight tickets. A blizzard delayed the ATC flight by two days, and the two aviators were bumped from a flight that had gotten them to Sacramento. From that point on, Cozens' and Conley's way east was both a fight against weather delays, and a creativity lesson in finding ways to Rapid City.

“We used everything but ox-cart, I think. By the time we got to Rapid City, the air echelon had already moved to Kearney, Nebraska. The ground troops were still there.”

Cozens said the CO reluctantly sent an aircraft to bring the two fliers back to Kearney, and then severely reprimanded and fined the two men \$200.

Even though the B-17s of the 95th Bomb Group had never flown all together in formation, they

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Robert Cozens

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were sent off to the war zone. Cozens said the first stop was Gulfport, Mississippi, where the first B-17 nicknamed “Patsy Ann” had problems and was left behind for another B-17 which Cozens named “Patsy Ann II.” That B-17 flew the 14-day southern route to England, via West Palm Beach, Waller Field (Trinidad), Brazil, Senegal and Morocco.

Cozens remembers it was April 17, 1943 when he landed in England. That same day in San Diego, Patsy Ann gave birth to their first child.

The 95th’s first overseas airbase was shared with the 92nd BG at Alconbury. The 95th’s first combat mission was on May 13th. Due to mechanical problems, Cozens had to abort the next five missions.

While at Alconbury, an accident by another B-17’s ground crew showed all members of the 95th the unforgiving risks of handling a bomber’s payload.

“They were loading bombs for a mission, and the thing that couldn’t happen, did happen. The whole bomb load exploded in the process - ten 500-pound bombs exploded, killing nineteen of our men and wounding twenty. It destroyed the aircraft they were loading and aircraft parked nearby. I don’t know that they ever figured out how this happened, because the bombs had the pins in and weren’t armed. It was rather devastating.”

The 95th then flew a few missions from Framlingham, including the infamous June 13th trip to bomb submarine yards at Kiel, Germany.

Mission planners had combined targets at Kiel and Bremen, in hopes of dividing enemy fighter forces. The 95th led the groups, followed by the 94th BG and a composite group.

Brigadier General Nathan Bedford Forrest III was the 95th’s new commanding officer. He ordered the B-17s to alter their formation from the traditional bomber box of three aircraft (with trailing aircraft above the leader) to have trailing air-

craft fly lower than the leader. Forrest rode as an observer in the lead B-17.

The 76 aircraft on the Kiel mission encountered as many as 200 enemy fighters, and the Luftwaffe downed 20 of that formation’s B-17s. Of the other 152 aircraft sent to bomb Bremen a half hour behind the first group, only four bombers were lost. It was clear the scheduling scheme had worked, but success came at heavy expense to the crews in the first group targeting Kiel.



“On the bomb run,” Cozens recalls, “the 95th was under heavy frontal attack from German fighters, generally coming in threes from above. In the box formation we used before, my three aircraft could clear their guns on the attacking aircraft.”

“In Forrest’s formation, my three aircraft were tucked under the lead aircraft. This cut our firepower by 50 percent. The lead aircraft got hit pretty bad, but was able to drop its bombs. Another frontal attack and that aircraft slowed down. I moved into the lead position, but I will have to

say that the whole group was in disarray, so to speak, at that time.”

The B-17 carrying Forrest was seen going down with a flaming engine. Forrest was the first US general to become a combat casualty in Europe.

“By the time we got some semblance of togetherness, we missed the turn after crossing the target area, and the wing behind the 95th got ahead on the way home. Cozens said the group flew too close to the coast on its return home and was in a weak defensive formation, which the Luftwaffe exploited in a second attack.

The B-17s had hit the target at about 26,000 feet, where the air temperature was about 50-60 degrees below zero. Cozens said that after the bomb run he was in the nose of “Patsy Ann II”, trying to get warm, when the enemy fighters returned.

“What caused the Plexiglas above the pilot’s compartment to shatter, I don’t know, but that did-

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Robert Cozens

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n't help the climate in the cockpit.”

Cozens climbed back onto the frigid flight deck to re-take control as the Luftwaffe struck again.

Eleven of the 95th's 26 aircraft didn't get back. Among the missing B-17s that evening was Harry Conley's, which Conley nursed back on a single engine to crash land on the English coast. Remarkably, even though Conley's bomber suffered a broken back and was riddled with bullet holes, neither Conley nor any of his crew was injured beyond a few scratches.

After the Kiel mission, the 95th BG relocated to a new base at Horham. On August 17, 1943 the target was Regensburg, with Cozens leading the Group.

“We got to the target and bombs were placed on the target extremely well. We turned and headed south over the Alps, across the Mediterranean and landed in North Africa, so we didn't have to fight our way back home.

That eleven-hour mission provided an extra challenge when Cozens, preparing to land at the North African airbase, realized his B-17 had no brakes.

“I went through my pre-landing check and let the other aircraft land first. The landing strip across the desert was pretty lengthy. We had a bit of a quartering wind from one or two o'clock.

“We got on the ground and kept jazzing the number three and number four engines to keep it straight until the tail got on the ground. And when on the ground and the tail wheel was locked, we had a pretty straight run.”

Cozens said he decided to ground loop the bomber rather than let it run out across the desert. He unlocked the tail wheel and jazzed the number one and two engines to turn around. They did a 180-degree turn and when the dust cleared, they were looking back down the runway. Only after that did Cozens notice railroad tracks further off the end of the runway, which might have torn off the B-17's landing gear, had it fully rolled-out to a stop.

The stay in Africa also proved memorable for the food the crew ate -- real eggs instead of powdered eggs, and watermelon.

Cozens' crew had to refuel their B-17 by hand

pumping from 55-gallon drums. Yet after a few drums, they discovered the fuel was contaminated with water, which meant emptying the B-17 and starting all over.

On the return trip to England, the 95th bombed a small target in southern France, which counted as one of the 25 missions required to complete a tour.

Soon thereafter, Cozens became commander of the 335th Squadron, leaving behind “Patsy Ann III” and the crew he'd been with since training in the States. While with the 95th group, one of the most embarrassing times Cozens faced came after he and Harry Conley flew a B-17 to London on business. All of England was under blackout regulations and was pitch black on their return night flight. Although they both knew there were many B-17 bases dotting the countryside, they didn't know exactly where the 95th was.

Cozens said, “We had to give the distress call, ‘Two squadron commanders lost, who can't find their base.’”

On October 10th, 1943 the 95th Bomb Group's mission was Munster. The B-17 “Patsy Ann III” was lost, although Cozens and his former crewmembers were not aboard, having been split up earlier. However, as many as four of those airmen were shot down in other bombers on that raid and were taken prisoner.

Four days later, the first Schweinfurt mission, offered the heaviest flak Cozens believes any of those in the 95th ever saw. Sixty B-17s from all units fell to the German guns that day, and those losses were repeated on the second mission to that city.

On December 22, 1943 Bob Cozens flew his 25th mission to Munster and got a Christmas gift in his promotion to the rank of Major.

When Cozens got back to California, he reunited with Patsy Ann and his now 13-month old son. Cozens went to work in Washington, D.C., at a Pentagon position responsible for reducing the hours B-17s spent in modification centers after their manufacture. A couple more assignments carried him to four years of service in the Army Air Forces, at which time he was decommissioned.

□

Napa Museum Project Status

By Col Gil Ferrey



Our original plan for locating the museum between IASCO, the JAL training facility, and encompassing the building in which Jonesey's Restaurant and the Airport Manager, was initially rejected by the Powers That Be as being in a TOO Prominent location

and potentially interfering with corporate jet traffic at Napa County Airport. Although the question was never asked, and therefore not answered, we believe that one of the concerns about our competing with what the airport sees as its long-term users, was based not on fact, but on the initial rendering of our planned museum, which showed a B-52 and other large aircraft parking OUTSIDE of the museum - on the tarmac - which were placed there as part of the architect's "license", but which painted the picture to the uninitiated that we would occupy just about everything. This direct concern was never brought to our attention. In fact, it was simply an incorrect assumption, for when the preliminary information requested was presented to the Airport's Advisory Committee's Ad Hoc Committee before it flew to Camarillo to visit our SoCal Wing, it was apparent that we might have as many as two takeoffs and landings on an average day, and that our aircraft must be hangared - they would not ever be permanently parked on the tarmac so as to interfere with the taxiing, fueling or towing of other aircraft.

In spite of this information being made clear to the Ad Hoc Committee, it recommended a backup location way out by the

tower. This was rejected by us because of its 1) lack of identity, 2) cost of providing all underground and overhead utility connections, etc., 3) its location would not provide us with any leverage with the airport in using Ghilotti Brothers' Construction Company and Syar Industries offers to grade and provide aggregate for the renovation of the airport's primary parking lot, 4) the separation of our museum from Jonesey's and vice versa, and 5) most importantly based upon the fact that we need a RETAIL location to accommodate the public, provide adequate parking, and create an identity in the very best location at the airport.

A secondary location at 90 degrees to Jonesey's was acceptable to us with certain accommodations, but it was "not available", and we were turned down.

We have now been advised to re-submit our desires to locate the museum in its original locale. We are excited about this and are proceeding to lay the ground work necessary for a successful effort. A meeting is scheduled with a group of Harvard MBA's (the Harvard Community Group) who do gratis work for non-profit corporations. Also, a chance encounter with a member of the boards of both the Napa Airport Pilots Association and the EEA Chapter will allow us to present our vision to their members and hopefully gain their support.

Please stay tuned and recruit a new member every month.



P-51 Mustang Aces

Aces of the 354th FG - The Pioneer Mustang Group

Presented by The Northern California Friends
of the American Fighter Aces Association

April 22, 2007

Travis Air Museum, Travis AFB

Join us as we present our Spring Symposium and meet these Aces from the first American Group to fly the P-51 in combat over Europe. The 354th became the top scoring Group in the 9th AF with a total of 701 aerial victories.

As this event will take place on an active military base, special requirements apply. Base security procedures require that all attendees have valid identification such as a Drivers license. Drivers must have current vehicle registration and proof of insurance in their possession. Pre-registered attendees will experience expedited processing at the Travis gate so we encourage you to register early so that you are on the attendee list.

Aces on the panel

- Lt Col Richard Asbury – 5 victory Ace
- LtCol Lowell Brueland – 14.5 victory Ace
- Capt Ken Dahlberg – 14 victory Ace
- Capt Kelly Gross – 6 victory Ace
- General Felix Rogers – 7 victory Ace

** In addition to the speakers on the panel, we also expect a number of other aces to participate in the day!

ACES OF THE PIONEER MUSTANG GROUP SYMPOSIUM

Join us and meet these Fighter Aces as they share their experiences flying and fighting during WWII. The event includes the opportunity to personally meet and chat with the Aces during the mixer, hear their stories during the moderated panel discussion and get their autographs.



Please Note - No meal will be served at this event in a symposium in order to keep admission fees down

Symposium Admission Rates:

Active NCF Members - \$25.00

Non-NCF Members - \$30.00

**Contact us for NCF
membership details**

Event Schedule

12:15 Doors Open

12:15 – 1:15 Social Hour

1:15-1:30 Raffle Drawing

1:30-3:30 Panel Session

3:45-4:45 Autograph Session

4:45 – Depart Facility

Registration due by April 16th for base security.

Be sure to include the names of everyone in your party with your check so we can forward it to base security. Please also include a contact phone number so we can alert you to any base security changes.

Northern California Friends

P.O. Box 5943

Concord, CA 94524

For questions call us @ 408-725-8095 or 925-609-9222 or e-mail us at: NCF@hot-shot.com

AUTOGRAPH POLICY A ticket is required for each autograph and tickets will be priced at 2 for \$5.00. Items purchased at the event will include a ticket. The Aces ask that signatures be collected only for personal use as the autograph session is not intended to support commercial enterprises.

Tickets will be held for you at the door and walk-up registrations will not be guaranteed

*****ONLY BOOKS AND OTHER FLAT ITEMS WILL BE
SIGNED*****



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NCF@Hot-Shot.com

DEAR Day in Berkeley

By Col Paul FitzGerald

For many years the Berkeley School District has asked volunteers to come to DEAR Day, which is an acronym meaning Drop Everything and Read.

I always volunteer and this year was my sixth time to participate. I always wear my flight suit with all the bangles and beads because I love to read about flying and flight.

Usually I read to third or fourth graders, but this year I was assigned to kindergarten and an unusual group because the wee ones were had hearing impairments. Every line I read, the dear teacher Chris would sign to the children, so I had to pause between lines.

The book I chose was Wind Flyers by Angela Johnson. This is a story of a young boy who grew up wanting to fly like the birds he watched in the sky.

Like so many men after the attack on Pearl Harbor he volunteered for duty with the Army and specifically for the Air Corps so he could learn to pilot an airplane.

The Army was not keen on having African Americans train as pilots, but President Roosevelt thought otherwise, and insisted that they be allowed to serve in any service.

The young man entered Aviation Cadet training as a pilot in Tuskegee, Alabama, and successfully completed flight school with honors. (Because this was where all black cadets finished their training, forever afterwards throughout World War II and into history, they were known as the Tuskegee Airmen.)

The group that eventually formed was small by Army Air Corps standards, only four squadrons. They operated in North Africa and the Italian campaign. They flew fighters (mostly P-47's and P-51's) and became famous for never having lost a bomber to enemy aircraft during the entire war.

When I finished reading and showing the pictures of the great round engine aircraft, the teacher asked the children to thank me and ask any questions they might have.

Finally, one dear little girl signed to the teacher who translated for me, "He looks like a Christmas Tree."

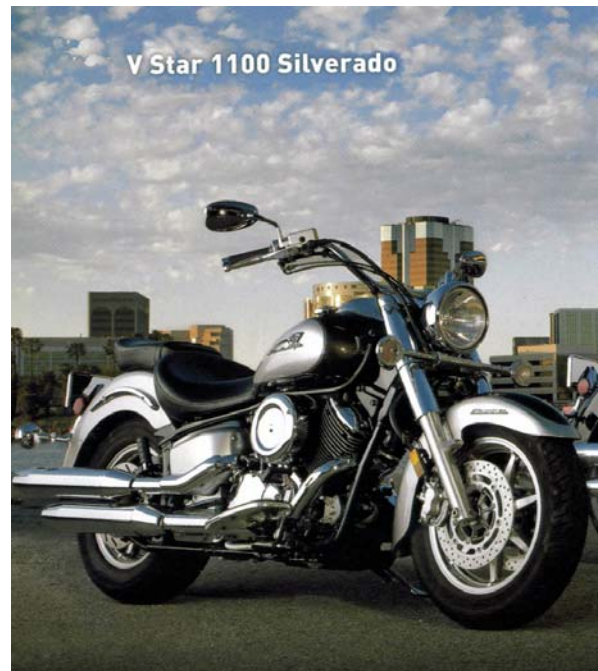
Motorcycle Raffle

Submitted by Col Bob Burnett

The Central California Valley Squadron of the CAF is having a motorcycle raffle.

You can win a brand new 2007 Yamaha V-Star 1100 Silverado. It is a top of the line 65 Cu.In.V Twin with Windshield, Saddlebags and backrest and it can be Yours!

Tickets are \$20.00. Drawing will be held September 8, 2007 at the CAF Hangar 1-S at Modesto airport.



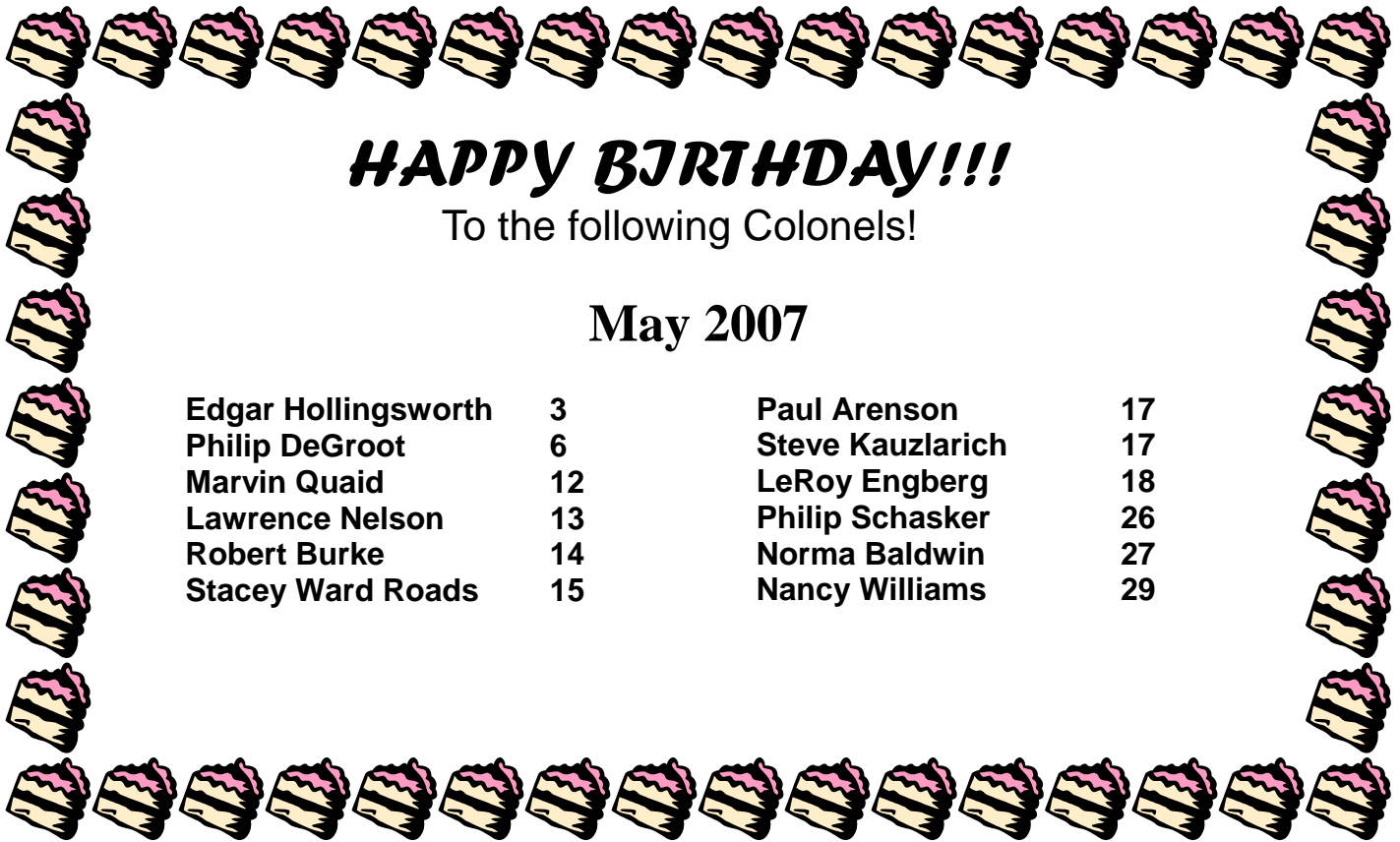
Call 800-522-4558 for tickets!

Need not be present to win. Winner will be posted on www.cafvalleysquadron.org.

Winner to pay sales tax, title and license. Winner may also trade for equal value at Yamaha of Modesto.

A week later I opened my mail and received a large poster of the children's drawings of their feelings about that day. I will display this mural in our Officers Club lounge so you can see how great these little children are.

Yours truly is proud to be the Christmas Tree who volunteered to attend DEAR day at John Muir school in Berkeley.



HAPPY BIRTHDAY!!!

To the following Colonels!

May 2007

Edgar Hollingsworth	3	Paul Arenson	17
Philip DeGroot	6	Steve Kauzlarich	17
Marvin Quaid	12	LeRoy Engberg	18
Lawrence Nelson	13	Philip Schasker	26
Robert Burke	14	Norma Baldwin	27
Stacey Ward Roads	15	Nancy Williams	29

Remember the Commemorative Air Force Mission:

- 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.*
- 5. To receive gifts, legacies, and grants of money and property of every kind and to administer the same for the purposes herein stated, and to do anything necessary or proper for the accomplishment of these purposes; to lease, purchase, hold, have, use, and take possession of and enjoy fee simple or otherwise any personal and real property necessary for the uses and purposes of the corporations; and to sell, lease, alienate, or dispose of the same at the pleasure of the corporation and for the uses and purposes for which said corporation is formed; and to buy and sell real or personal property and to apply the proceeds of sale, including any and all income, to the uses and purposes of the corporation.*

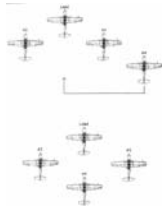
WEST COAST FORMATION CLINIC

Stacey L. Ward Roads, Coordinator
 133 E. San Pedro Street, Merced, CA 95340
 (209) 725-1647 wformationclinic@sbcglobal.net

18-20 MAY 2007 REGISTRATION FORM

NOTE: SEPARATE FORM REQUIRED FOR EACH PARTICIPANT (copy of form is ok)

Space is limited – Make Reservation Early



CLINIC USE ONLY

NAME: _____ ROOM: _____

Date Rec'd: _____ \$ Rec'd: _____
 Check No. _____

Amt Still Due: \$ _____ \$ Paid: _____
 Check No. _____

Refund Due: \$ _____ Date Paid: _____
 Check No. _____

Insurance Required? Yes No Insurance Received: _____

NAME _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____
 PHONE Home (_____) _____
 Work (_____) _____
 Cell (_____) _____
 E-Mail _____
 How do you want your name on your nametag? _____

Attending As:
 Pilot
 Backseater (space not guaranteed)
 F.A.S.T. Check Pilot/ Instructor
 Marshaller
 Pre-approved Support Staff - please state area: _____

Arrival Date: Thurs 17 May
 Fri 18 May
 Sat 19 May

Departure Date: Sat 19 May
 Sun 20 May

Current Member
 CAF # _____ WOA NATA T-34 Assoc. YAK/CJ
 Membership in which CAF Unit: _____

Aircraft Being Flown at Clinic

Type	
N#	
Color	

Is this a CAF aircraft? Yes No
 Do you share this aircraft with someone else? Yes No
 If yes, please list: _____
 Under whose name is the aircraft insured? _____
 Insurance Company: _____
 Phone Number: _____

**Have them e-mail Suborgation Certificate to wformationclinic@sbcglobal.net
 NO LATER THAN 12 May 2006.
 No Letter of Suborgation = No Participation and No Room**

F.A.S.T. Formation Rating Held:

With which Association was your Proficiency Filed?

Date Last Formation Flight:

2 Ship _____ 4 Ship _____ Never

Formation Activity Desired:

Initial Wingman Qualification
 Requalification Lead Qualification
 Currency Practice
 Other: (please specify: _____)

CAF COLONEL Membership REQUIRED for Pilots, Backseaters, and anyone considering flying in any aircraft during the Clinic. If not a COLONEL, include.....	\$200.00	
CAF – TRARON Membership is also required for all Pilots. If you have not paid your 2007 Dues, include.....	\$25.00	
Clinic	Pilot/Backseater	\$255.00
	Check Pilot/ Instructor Pilot/ Marshaller/ Support Staff	N/C
NuB/Lead Ground Schools. For new pilots & those wanting to review. (Friday 4pm) FAST Clinic. REQUIRED FOR ALL PILOTS AND GROUND SUPPORT. (Friday 7pm)		N/C
Meals	Friday Lunch, Friday Dinner, Saturday Breakfast, Saturday Lunch, Saturday Dinner, Sunday Breakfast, and Sunday Lunch	\$120.00
Meal – Thursday evening	Kick-off Dinner - Trevino's – Merced (First round drink included)	\$27.50
Lodging	There are 3 Handicap rooms, 17 Smoking rooms, 26 rooms with 1 or 2 King-size beds, 39 rooms with 1 or 2 Queen-size beds, and 2 rooms with 2 Double-size beds. All rooms have a TV and most have their own refrigerator. Please be specific in your selections and we will do our best to accommodate you. FIRST RECEIVED – FIRST PRIORITY. NO guarantees.	
Lodging – Thursday		\$96.00
Lodging - Friday/Saturday and Transportation	<input type="checkbox"/> Single	\$192.00
	<input type="checkbox"/> Double	\$96.00
Lodging – Specify Preferences	If Double, state Roommate's name _____	<input type="checkbox"/> Smoking <input type="checkbox"/> King bed <input type="checkbox"/> 1 st Floor <input type="checkbox"/> Non-Smoking <input type="checkbox"/> Queen bed <input type="checkbox"/> 2 nd Floor <input type="checkbox"/> Handicapped <input type="checkbox"/> Double beds
	(BOTH Reservations MUST be sent Together)	
Lodging	<input type="checkbox"/> None Required. I WILL BE STAYING (please specify): _____	N/C
There is no rain date and fees are nonrefundable after May 1, unless the clinic is canceled due to weather.		TOTAL
Late Registration	(POSTMARKED AFTER April 20, 2007)	\$75.00

**MAKE CHECKS PAYABLE TO: GGW – WCFC - CAF
 MAIL CHECKS TO: 133 E. San Pedro Street, Merced, CA 95340**

**TOTAL DUE WHEN FORM RETURNED
 (Sorry, no credit cards accepted.) \$ _____**

GOLDEN GATE WING

AMERICAN AIRPOWER HERITAGE GROUP, CAF PRESENTS:

Lt. George Martin, US Navy (Ret.)

- * Born 1921 in Rhode Island. Graduated from Rhode Island State College (now University of Rhode Island).
- * Enlisted in the Navy before graduation but was allowed to finish.
- * Went to OCS at Notre Dame University in South Bend, Indiana -- graduated May 1943.
- * Trained as Naval Gunfire Liaison Officer (forward observer) on San Clemente Island.
- * Initially deployed to Camp Maui in Hawaii with the 22nd Marine Regiment.
- * Provided naval gunfire for the 22nd Marine Regiment in the Marshall Islands (including Eniwetok and Pelieu) until his ship (the destroyer USS Leutze) was knocked out of service by Japanese shore batteries. This ended his shipboard duty.
- * Landed with the 22nd Marine Regiment on Guam as Naval Gunfire Liaison.
- * Was set to be sent to Okinawa but transferred to the 25th Marine Regiment and landed on Iwo Jima with a six man team of enlisted men in third wave.
- * 23 days on Iwo, then back to the States where he spent 16 months with the Amphibious Training unit at Coronado, and also acted as range officer on San Clemente Island (again).
- * Separated from the service, married Barbara, and entered her father's firm distributing corrosive resistant stainless steel products for 42 years. Two daughters, two grandchildren and two great grandchildren.

DATE: Thursday May 24th, 2007

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)

DIRECTIONS TO THE NAS ALAMEDA TERMINAL BUILDING:

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 "Alameda Point" overhead gate structure and curve around the aircraft on the pedestal (stay in left lane).
- 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.

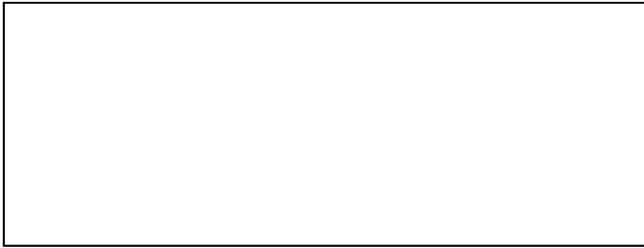
PROP TALK



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



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