

HIGHFLIGHT
CENTEX



This one's a winner!

The cutoff date for the newsletter is the 25th of each month

Place
stamp
here

The official newsletter of
The Central Texas Wing
Commemorative Air Force
1841 Airport Drive
San Marcos, TX 78666
(512) 396-1943
www.realtime.net/centex
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Centex Wing Staff 2009

Wing Leader	Billy Parker
Executive Officer	Grant Lannon
Adjutant	Dan Stim
Operations Officer	Ron Iberg
Finance Officer	Mike Francis
PX Officer	Pat Moore
Maintenance Officer	Ray Ender
Assistant Maint Officer	Ray Clausen
Safety Officer	Mike Colaluca

Newsletter Editor
Ed McCafferty
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Next Wing meeting July 14, 2009

From the Top

I apologize for missing last months article. No excuses.

It's a great thing and a credit to the members of our wing that the so-called leadership can get away with watching it run itself. That's the way it's supposed to be .The leaders are supposed to plan for down the road. To make sure that the organization continues on and grows.

In our case we are tasked with getting out our story in such a manner that we attract other people to us. But here again the burden and credit must go to the people who are our members. Once we effectively advertise we must keep the new folks interested ...and make them want to be around us.

Our membership is slowly growing. I'm particularly happy about our new cadets. They seem very interested and willing to learn. They have even been instrumental in work on the aircraft. Smaller hands can get in places big experienced hands can't.

So keep up the work, guys and gals, you're doin' great!!!

Billy

Minutes of the June 2009 CENTEX meeting

The 6/9/09 Centex meeting was called to order at 19:30 by Wing Leader Billy Parker.

After the opening ceremonies the XO provided a solution for the security of the PX which is basically unmanned during hours that the hangar is in operation.

The maintenance report was presented by R2 about the state of the aircraft under his care and supervision.

Mike Francis (FO) delivered the finance report and the wing is in a stable financial position.

Ops reported on the recently completed airshow at Slayton Tx and the commitments for the 4th of July.

The PX report was presented by Pat Moore and stated it is being restocked after the success at Temple and Burnet.

Sick call included Ann Benham and Dan and Janice Stim.

The meal was some great tamales provided by Buck Willis.

Hopefully Dan will be better for the next meeting and the minutes will better also.

Billy Parker
Wing Leader

Nominations for the CAF General Staff

If you are a current CAF member in good standing and have nominations for anyone to serve on the CAF General Staff, please send your nomination to Keith Lawrence, CAF V.P. of Administration.

This year there are three positions up for election/re-election.

Colonel Joe Cowan is completing his 2nd consecutive term, which will end in December 2009. So he is term limited in accordance with CAF's Bylaws and cannot run again this time. If you see him please thank him for his service. Colonels Steve Barber (California) and Mark Novak (Nebraska) current terms end December 2009. They are eligible to run for re-election.

Nominations must be submitted before June 30, 2009 to be considered by the nominating committee. The 2009 General Staff Committee is Colonel John Agather (chairman), Colonel H.D. Butler and Colonel David Peeler.

If you have any questions regarding the election process please contact Keith at (877) 767-7175 ext 2226 or 432-567-3006 or email klawrence@cafhq.org.

Operations (sort of)

The following was gleaned from some hasty notes from Mike Renck and Ron Iberg

P-39 and Kate to Tyler on the 4th of July. Flying a TORA Show for Randy Ball at Cedar Creek.

Zero and Kate to Dayton, Ohio for TORA Show on the weekend of 18-19 July.

Events on the 4th which are in the works:
1000 (TOT) - Fly-over of Veteran's Memorial in Wimberly.

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1200 - begin Wing and Squadron BBQ and fly day. Ending around 1600, or when the flying is done.

1950 (TOT) - Fly-over of Wimberly VFW Rodeo opening

Wing and Squadron BBQ and Fly Day will be a fun time for members, family, and friends. We hope to celebrate the B-25's return to the air with a few rides, and there will be as many short formation flights as we can get together so that those who have not had the experience of flying just a few feet from other aircraft, going 140+ mile per hour, can see what it's like! Barbecue, beans, potato salad, and drinks.

On the sick list

Here's an update regarding Jerry Taylor from Mel Soderberg. Let's continue to keep him in our prayers.

I left town right after I visited Jerry last Thursday, so sorry for the late update. He was being transferred from the hospital Friday to the Gulf State LTAC and was very excited about leaving the hospital. His wife and mine both had rehab there and they do an excellent job and it is such a different atmosphere.

Gulf State LTAC

1445 Hanz Dr.

Rm. 23 B

New Braunfels, Tx.78130

830-627-7600

I think each room had it's own phone number, but I don't have that at this time.

Visiting hours are from 8 to 8 and he would be happy to see you. If you are traveling from outside New Braunfels, you might want to call ahead.

Will try and keep you posted.

Mel

CAF's B-29 gets first of new engines

By Tom Norton · June 17, 2009

The Commemorative Air Force's B-29/B-24 Squadron members, based at Midland, Texas, have hung the first of four new engines on the CAF's B-29 Superfortress, FIFI, the group said on June 12.

The hanging of the new engine is the first step in a lengthy process, said Crew Chief Dave Miller. In April, the engine arrived in Midland from Anderson Aeromotive in Grangeville, Indiana. CAF members worked throughout the month of May to prepare the new engine for installation. Now that the engine has been put into place on FIFI, the crew will begin working to

connect the wires and get the engine ready to run, he said.

"We have achieved a great milestone in the life of FIFI," said Miller. "The arrival and hanging of the first engine is tangible evidence that the B-29 will be back in the air soon. The re-engine project is moving forward very well and we hope to have FIFI back in the air in 2010."

The installation process will be repeated with the three remaining engines as they are completed by Anderson Aeromotive and Ezell Aviation. Once all four new engines are installed and tested, FIFI will be back in the air.

The B-29 was originally fitted with Wright R-3350-57AM engines, which has had a less-than-desirable reputation. True to that reputation, FIFI has experienced numerous problems with her engines in the 30-plus years she has been flying with the CAF, Miller said. Following the discovery of metal shavings in the engine oil, the B-29/B-24 Squadron held a lengthy series of meetings with CAF personnel and experts in the field of aircraft restoration and the decision was made not to fly the plane again until it could be fitted with engines that are a custom built combination of the R-3350-95W and R-3350-26WD engines. The refit requires reworking the engine mounts and some of the cowling, thus making it a lengthy undertaking, he explained.

When the Commemorative Air Force (then Confederate Air Force) began searching for a B-29 for its collection of historical military aircraft, World War II had been over for 21 years. The Superfortresses that helped end it had long since yielded to new generations of jet-powered strategic bombers and vanished. According to the United States Air Force, no B-29s remained in inventory, even at storage or disposal depots but, in 1971, a pilot reported sighting a number of what might have been B-29s in the California desert near China Lake. The CAF learned the aircraft were indeed Superfortresses that had been parked at a Navy weapons center for 17 years. They had been used for gunnery targets and abused by heat, sand and vandals. After much negotiation, paperwork and a painstaking process of elimination to find the best survivor, the CAF became the owner of B-29 SN44-62070.

That was just the beginning of the task, Miller said. The complete restoration to CAF standards of airworthiness was a long and expensive project involving more than three years of fundraising and hard work. Late in 1974, the B-29 was christened FIFI and joined the other World War II fighters and bombers which help to "preserve the memories and teach lessons of mankind's greatest war."

WWII women pilots recognized by Congress

Congress has voted to recognize the first group of women to fly military aircraft for the United States with the nation's highest civilian award. More than three decades before women in the United States were allowed to attend military pilot training with full military status, the Women Airforce Service Pilots (WASP) reported for duty to fly military aircraft during World War II. Now a bill to award the 1,102 WASP the Congressional Gold Medal of Honor has passed the Senate and House of Representatives and awaits the president's signature. Congressional legislation is required to make the medal, and two-thirds of each chamber must sign on as cosponsors.

CAF has a new AIRSHO sponsor

By [Tom Norton](#) · June 9, 2009

When "The Best Warbird Show in America" takes to the skies Oct. 9 through 11 at Midland International Airport in Texas, it will have a new sponsor. The 2009 [AIRSHO](#) will be presented by [Western National Bank](#), the [Commemorative Air Force](#) said on June 8.

"The CAF is excited to announce Western National Bank as the exclusive presenting sponsor for CAF AIRSHO 2009," said CAF president Stephan C. Brown. "This two-year agreement with a strong community leader is very encouraging to us in times like these. The CAF, and the many local members and volunteers, depend heavily on team spirit to make AIRSHO a success. We welcome WNB to the team."

"Western National Bank is pleased to be the new ... sponsor of the AIRSHO," said WNB president and CEO Jack Wood. "Because we are a locally owned community bank, we believe it's important to be involved in events like this that benefit the entire community, and it's just a lot of fun for the whole family."

Thanks to the WNB support, the CAF plans to invite all Midland, Ector and Howard county 5th graders to a free Junior Aces Special Show on Oct. 9, along with the special needs youngsters from the area, Brown said.

AIRSHO features more than 100 aircraft on static display and in the air, ranging from early vintage aircraft to current American military planes. "CAF AIRSHO takes great pride in bringing modern military to the public along with the historic aircraft of the CAF fleet," Brown said. "We are excited to showcase the F-16 Viper West Coast Demo Team and Heritage Flight, as well as a demonstration from the C-17 Globemaster," said AIRSHO director Gena

Linebarger. "We know the crowd will enjoy seeing a fly-over by a B-52 Stratofortress bomber. Also, on static display will be a wide variety of other modern military aircraft ranging from trainers to a B-1 Bomber."

For the first time, the CAF is planning a Saturday night, USO-style show following AIRSHO. "The show will feature live entertainment to rival the glamour and excitement of the World War II canteens that served as a home away from home for the men and women protecting our freedom," Linebarger said. "At AIRSHO 2009, you can expect to see an expanded Vietnam segment. The show will feature Vietnam-era aircraft and aerial reenactments from the war," she said.

AIRSHO also will feature recreated historic battles of World War II using the CAF's collection of rare warbirds. The show will include dogfights, simulated bomb explosions, and a recreation of the surprise attack on Pearl Harbor with the world-renowned Tora, Tora, Tora pilots.

"Wind Beneath Our Wings" Award Presented



Ed McCafferty was presented the coveted Wind Beneath Our Wings Award at the June 9th Centex Wing meeting. This award was presented for Ed's continued support of the Wing by publishing the monthly newsletter. The newsletter provides all members with current news about the Wing's activities, people and aircraft status. In addition it provides updates on what is happening at the headquarters level and national political actions that impact aviation. Ed's citation reads:

"COL ED McCAFFERTY HAS CONTINUOUSLY DISTINGUISHED HIMSELF AS A DEDICATED SUPPORTER THROUGH HIS SERVICE TO THE CENTEX WING. HE IS RECOGNIZED FOR HIS SUPPORT OF VIRTUALLY ALL WING ACTIVITIES. HE IS ESPECIALLY RECOGNIZED FOR HIS DILIGENCE AND

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EXPERTISE IN PRODUCING AND PUBLISHING THE WING NEWSLETTER. HE HAS ACCOMPLISHED THIS WITH GREAT SKILL AND DEDICATION. HIS WORK HAS PRODUCED A PUBLICATION FOR WHICH THE WING IS TRULY PROUD. HIS GENEROUS CONTRIBUTIONS OF TIME AND HARD WORK HAVE WON HIM THE RESPECT AND GRATITUDE OF WING MEMBERS. HE IS TRULY AN ASSET TO THE CENTEX WING IN MEETING ITS GOALS AND OBJECTIVES."

The entire Wing congratulates Ed on this well deserved award.

*And now, a word from the editor.
I truly appreciate this recognition from the Wing. It's been fun, sometimes a drudge, but always rewarding to be able to put together your newsletter. But I would be remiss not to mention the input and support I receive regularly from the Wing's officers and members, and the regular help I get from friends who help me collate, fold, staple, fold, seal, label and stamp the things every month. To Dani and Tom, thank you very much. To everyone else, keep sending me stuff.*

Naval Aviation art at Corpus Christi

By [Tom Norton](#) · June 8, 2009

The [Corpus Christi International Airport](#) and [Chief of Naval Air Training](#) are sponsoring a Naval Aviation exhibit featuring artwork of current U.S. Navy and Marine Corps aircraft. It will be on display June 1 to September 30 in the Corpus Christi International Airport terminal.

The art exhibit is being coordinated by the Chief of Naval Air Training, based at NAS Corpus Christi, where the Navy's advanced training was established in 1938 and has been training the finest aviators in the world ever since. The artwork being displayed comes from photographic archives from Naval Air Training operations and Department of Defense collections, as well as personal collections.

For information: www.ccparkandrec.com (click on "WHAT'S HAPPENING")

'Bockscar' co-pilot dies

By [Tom Norton](#) · June 10, 2009

C. Donald Albury, co-pilot of the B-29 that dropped an atomic bomb on Nagasaki in 1945, bringing about the surrender of Japan and ending World War II, died May 23 at a hospital in Orlando, Florida. He was 88 and had congestive heart failure.

Albury was co-pilot of the B-29 Superfortress named "Bockscar" by pilot Frederick Bock. The "Fat Boy" atomic bomb was dropped from "Bockscar" on Aug. 9, 1945. Albury also

witnessed the first atomic blast, at Hiroshima, as pilot of a support plane that measured the magnitude of the blast and levels of radioactivity. The better-known Hiroshima mission was led by then-Colonel Paul Tibbets, piloting the famous B-29 "Enola Gay."

"When Tibbets dropped the bomb, we dropped our instruments and made our left turn," Albury told Time magazine four years ago. "Then this bright light hit us and the top of that mushroom cloud was the most terrifying but also the most beautiful thing you've ever seen in your life. Every color in the rainbow seemed to be coming out of it." Three days later, Albury was co-pilot on the Nagasaki mission.

The 10,200-pound bomb killed an estimated 40,000 people instantly; an additional 35,000 later died from injuries and radiation sickness. Japan surrendered Aug. 14.

Albury, like Tibbets, always said he felt no remorse because the attacks prevented what was certain to be a devastating loss of American and Japanese lives had an invasion of Japan been necessary.

"My husband was a hero," Roberta Albury, his wife of 65 years, told the Miami Herald. "He saved one million people. . . . He sure did do a lot of praying."

Charles Donald Albury, a native of Miami, enlisted in the wartime Army before graduating from the University of Miami engineering school. In 1943, he joined Tibbets' elite 509th Composite Group. They trained at White Sands, N.M. At the time, the participants had no idea of what they were being trained to do, Albury said. Albury told the Miami Herald in 1982 that he deplored war but that he would fight again if someone attacked the United States. "Everyone should be prepared to fight for liberty," he said. "Our laws give us our freedom, and I think that's worth fighting for."

After the war, Albury settled in Coral Gables, Fla., and flew for Eastern Airlines.

Dinner Dance notice by Pat Moore

The Dinner Dance is right around the corner on November 14. It's time to start getting ready for one of our major moneymakers to keep our airplanes flying. Please start looking around for items to donate for the silent auction. We have done very well the past few years with the silent auction so let's keep making it better every year. If you have any items you would like to donate for silent auction, please label the item with your name and a price that the bidding for that item starts at. Please put your donations in the storage room at the far end of the break room in the hangar. On the evening of the Dinner

Dance, we will need a few extra people to help man the silent auction tables. If you have any questions, please feel free to drop me a line any time. If you would like to help with the Dinner Dance in general, we can always use extra hands-this is your wing too!

Cover photo. This photo by Jim Liles won the best photo for non-CAF aircraft in HQ's photo contest.

TSA backs down on some airport badges

By [Tom Norton](#) · June 3, 2009

In the wake of strong objections from the general aviation community, the [Transportation Security Administration](#) has relaxed some of the security restrictions that went into effect June 1 for transient pilots flying into commercial-service airports.

Three days before the new rules took effect the TSA said that transient pilots who fly into commercial-service airports will not need to get an airport badge or background check, let alone a separate one for every such airport they visit. However, the pilots and passengers of such aircraft are "advised" to remain close to the airplane, leaving it only to walk to and from the FBO, service provider or airport exit. The TSA also conceded that it will make provisions for self-fueling operations and grant allowances for emergency situations.

Pilots based at commercial-service airports still will need to have a badge for unescorted access to the airport.

GA groups are supporting a measure in Congress that would require the TSA to secure the aircraft operating area of commercial airports by issuing a notice of proposed rulemaking instead of taking unilateral action through a security directive.

Another Dauntless to be recovered from Lake Michigan

By [Tom Norton](#) · June 4, 2009

A World War II Navy dive bomber that flew out of Pearl Harbor will be recovered from the bottom of Lake Michigan on June 19, if all goes as planned. It is to be restored and, eventually, returned to Hawaii, where it will go on display at the Pacific Aviation Museum at Ford Island, where it was based nearly seven decades ago. The Douglas SBD Dauntless is the second of its kind to be hauled out of Lake Michigan this year. The Dauntless currently rests at a depth of 500 feet. "This one apparently was covered with a lot of fishing nets, which really helped to keep the mussels off of it," said Ken DeHoff, the Pacific Aviation Museum's executive director, "so it's

supposedly in pristine condition." The Dauntless was a mainstay of the Navy's air fleet in the Pacific, early in World War II, and is credited with the Battle of Midway air attack that changed the course of the war.

DeHoff said the recovery effort is expected to cost more than \$300,000 and is being paid for by Fred L. Turner, former chairman and CEO of McDonald's, as well as by the corporation. When it is pulled up, it will be greeted by hula dancers and a Hawaiian blessing, he said. Restoration, which will be done at the National Naval Aviation Museum, is expected to take several years.

The Pacific museum also is seeking to recover a Vought F4U Corsair that flew out of Guadalcanal and a Grumman F6F Hellcat. "We know that there are combat-experienced Hellcat and Corsair aircraft that have historic value that are on the floor of Lake Michigan, and we hope we can continue to go through this process," DeHoff said.

An estimated 300 military airplanes ended up on the bottom of Lake Michigan during World War II. Most got there through training accidents or mechanical problems. So far, about 39 have been recovered since 1990, DeHoff pointed out.

The SBD currently being recovered was piloted by John Lendo in 1944, when its carburetor iced up and Lendo belly-landed the plane in the lake. Lendo survived. The dive bomber was in Honolulu in 1942, flew off the aircraft carrier USS Enterprise, and later was used for carrier qualifications out of Chicago's Navy Pier and the Glenview Naval Air Station, DeHoff said.

CAF Annual Individual Awards Nominations

If you have someone you want to nominate for a CAF national award please review the following extracts for CAFR 900-1.

Please start with your local unit's Awards committee to submit your nominations. If you are not a member of a unit please contact Keith Lawrence, Vice President of Administration for assistance. (432-567-3006 or klawrence@cafhq.org)

Nominations for individual awards must arrive at headquarters no later than 15 July each year for consideration by the Awards Committee. Any current active CAF Officer may nominate another current active CAF Officer for an award; however, award nominations that are submitted for accomplishments in support of unit activities must be endorsed by cover letter from the Unit Staff.

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