

HIGHLIGHT
CENTEX



Still a bit young for a Cadet, but we can wait.

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
Volume No. 35
Issue No 8, Aug. 2009



Place label here

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
ermc2@att.net

Next Wing meeting August 11, 2009

From the Top

Time is still flying!!! The only reason it does it so easily is because it's not regulated by the FAA.

The Wing is very busy. We are keeping the planes airborne and making progress on our aging facility. Things are going well. Maybe it's because I wasn't there last week. Ron didn't tell me but the meeting must have gone well.

I got back on the 24th. We had a flyover at the airport manager's vineyard. I managed to get us in the vicinity and the arrival back at base was, to say the least, interesting.

The air show in Dayton went great! The Brazilians have a super team flying T27s. I need to find a DVD of those guys.

We had a dinner dance meeting on Saturday afternoon and the next Wing meeting will be devoted to that subject.

See ya'll at the hangar!!

Billy

Gone West

Annie M. Benham, 79, of Wichita Falls, died Wednesday, July 8, 2009, in Wichita Falls.

Survivors include husband Jim; daughter, Cheryl Antoinette Chaney of Wichita Falls; sister, Pansy Vaga Pebsworth of Tahoka, Texas; one granddaughter, three step grandchildren and nine step great-grandchildren.

Memorials may be made to Hospice of Wichita Falls.

Please pass the word that Janice Stim passed away Wednesday July 8, 2009. Please do not send flowers. More information later

Thanks,
Dan Stim

The meal for the August Wing Meeting will be SALADS and DESERTS.

Some ideas are below, but if you have a favorite, please bring it.

Salads such as chicken, ham, tuna or taco salad. Pasta salads, veggie salads, green salads, fruit salads and the like. As for the deserts, everyone has a sweet tooth, so the field is open.

Thanks,
Ginny & Linda

Operations

Mike Renck, Deputy Operations Officer

July has been hot, in temperature, and in the flight department. The hot temperature has made for some interesting formation flights, given the heat turbulence it generates. However, your friendly neighborhood daring and dauntless pilots have pressed on, along with some equally daring and dauntless passengers, some who were experiencing formation flight for the first time.

The 4th of July fly-day and picnic was a wonderful time for all. Thanks again to Morgan Fuschak, owner of Fuschak's Barbecue, for preparing our brisket! After that taste, I'm sure we are all looking forward to our annual hangar dinner-dance this November! It was a busy flying day as well.

The day started with an early flight over the Veteran's Memorial in Wimberley. That had a time-over-target of 1030. Clint Epley was lead in the U-3, with Grant Lannon flying the SNJ "Ol' Yeller" in the number 2 position, Calvin Allen in his T-6 "Red Tail" as #3, and Mike Renck in the U-11A "Mockingbird" as #4. As we were briefing that, it was suggested we also fly over the parade in Canyon Lake, so that part of the mission was briefed for one pass after the three passes in Wimberley. Then the suggestion was made, since we were in the neighborhood, to make a pass over the parade at the town square in New Braunfels. So that was added as well. All seats were filled, with Mike taking two of the younger participants with him, CAF Cadet Dakota, and Gary Gates' daughter, Alexandra. Dakota was in the rear most seat, and the heat and bumps took their toll on him, but he came through the experience just fine...so did the Mockingbird!

We made it back to the hangar just in time for a big, wonderful lunch. After eating so much, and with it as bumpy as it was, nobody wanted to fly for a while. Our next mission was about a 3pm take-off for a trip to Austin. We went up Congress Ave and across the capitol building, then made a 90/270 turn to cross back over the

capitol and down Congress Ave. Once back at the hangar, a cold beer was waiting for all those who wanted one. Well, almost all who wanted one. The pilots wanted one, but there was still one last mission to fly that day, so we had to settle for tea.

About 7pm we briefed our last mission for the day. This was a three-pass mission back over Wimberley to open the VFW's 4th of July rodeo. Clint and the U-3 were in the lead again, and finding the target was a bit of a challenge at first. Wimberley is due west of the San Marcos airport, and guess where the sun was at 7:30pm? Yep, just over the hills, right in Clint's eyes. Even with that, he found our target and we completed yet another mission for the day.

When we landed back at San Marcos, and taxied to the hangar, we saw Billy Parker and Jim Liles had beaten us home. They had been flying a small show in East Texas, and beat us to the beer! Thankfully there was enough for everyone. Ron Iberg had taken the P-39 there as well, but had problems starting the Airacobra, so had to remain there over night. I expect he will cover that event in his article, so I won't go into it here.

This past Saturday, the 24th of July, five aircraft participated in a fly-over in Wimberley again. This request came through Scott (the airport manager), for a gathering for the annual harvest of half the grape crop at a vineyard there. Billy Parker was lead, and divided the aircraft into two elements, singles and twins. The first element was Billy Parker in his Zero as lead, Grant Lannon flying Rich Ferguson's SNJ "Ol' Yeller" as #2, Joe Enzminger in his T-34 as #3. The second element was Clint Epley as #4 (but second element lead), with Mike Renck on his wing as #5.

This turned out to be an interesting mission as the winds were blowing 15 knots that day. Those winds over the hills can make for some super bumpy air! Ask any of the pilots or passengers on that mission, they can tell you. Thankfully nobody got green around the gills. When we came back to the field, we all joined together in a five ship right echelon for our standard arrival back home.

We heard all sorts of aircraft inbound to the field, and one student pilot announcing he was on his first solo flight. His instructor, on the ground, told him to extend his upwind leg after take-off, so we could make our pitch-out and land, but apparently he didn't understand what he was supposed to do. If I remember way back to when Sandy soloed me, I can relate to him being a little nervous and sort of set in what he

was going to do already without someone changing things up at the last minute.

Needless to say, about the time for us to break left, there was the intrepid student pilot on his downwind, right where we were going to be.

Billy called for us to just fly through and then take spacing when we entered the downwind. Grant and Clint continued on, out of the pattern, to do a little air work, while the other three joined the mix in the pattern to land. Everyone got a good workout in the rough air, doing a lot of stick and rudder work to keep straight and level, and I'm sure all got a good night's sleep!

There are no more missions on the books, as of now, until the CAF Homecoming Airshow '09. This will be Columbus Day Weekend (which was always the traditional weekend for our show when we were in Harlingen), 10 - 11 October.

More on Operations from Ron Iberg

The P-39 and Kate joined Tora at Randy Ball's Cedar Creek Airshow on the 4th of July. Jim Liles assisted both aircraft at Taylor airport.

Eight Tora birds and the Airacobra did a spectacular early evening show over the fireworks barge. The P-39 then completed three individual rolling passes after Tora's departure.

Billy Parker in the Kate was able to proceed home on Saturday evening. Ron Iberg had to refuel the P-39 and returned on Sunday morning.

Billy Parker also reported a successful Tora show in the Kate at Dayton, Ohio on 18-19 July. He returned on Friday 24 July.

There is no scheduled airshow activity in August known at this time.

Maintenance Matters from Ray Clausen

Overall, we are in very good shape as far as maintenance goes in the hangar. The U-3 and the Kate are, as always seems to be the case, up and ready for duty. The Kate is getting a checkover after Billy Parker's trip to Ohio.

The P-39 has had another heat-related problem with the booster coil in the ignition system. It is an antiquated system and we seem to have these problems every summer. I've had two coils repaired and adjusted and we will be looking at both a more modern replacement and a way of cooling the housing. She still starts beautifully when cold and is running great. She made some money last month and we will have a couple of opportunities to show her off and make some money coming up again soon.

Calvin's T-6 is doing great. It's a beautiful plane and it's always a pleasure to see it roar past the hangar. I hope I can get a flight with him someday when he has an empty back seat...

CENTEX HIGHLIGHT

Grant Lannon recently replaced some oil hoses on Ol' Yeller but the prop governor was also leaking so we changed it, too. The generator failed during flyday flights and we had it overhauled. We're adding a blast tube for cooling and are painting some rough looking baffles at the same time. Slowly but surely we're going to get that plane in great shape. Rich's 172 is healthy and now has a new strobe beacon atop the rudder.

Bill Powers' CJ will be getting paint on the right wing sometime soon. Mike Marando and I will be working with Bill to get this done.

The Yellow Rose seems to be down to replacing some bad cables and being ready for flight. We hope that is the case, anyway. She has a frustrating way of demanding more of our time by having something (usually completely unrelated to what we're working on at the time) break. We'll get her ready before long.

We recently had some problems with the hangar's compressed air system failing, and Jim McKinley and Gary Gates are working up a permanent fix. We will also be working on the lighting in the three maintenance rooms soon. The lights are failing more and more frequently and it's getting so dark in there that we actually have to go out in the hangar to read the manuals. We'll be organizing and working on the maintenance areas soon and it should be a great place to work in before long.

As always. I'd like to thank all of the folks who have volunteered to come out and work. We get better every day through your encouragement and assistance!



Buzz Perez presents a "Devil Dog" appreciation certificate from the Marine Corps League to Maintenance Officer Ray Clausen. Ray, with the help of several other squadron members, repaired and restored a bicycle, which was later

presented to a deserving youngster. The Yellow Rose Squadron also received a certificate for the squadron's efforts.

WASP to receive top civilian honor

By Tom Norton · June 22, 2009

Legislation honoring the Women Air force Service Pilots (WASP), who flew more than 60,000,000 miles from 1942 to 1944 on every type of assignment but air combat, has passed both houses of Congress, the online newsletter AVweb reported on June 22.

The Hutchison-Mikulski Bill passed the House on June 16, sponsored by 334 representatives. It had passed the Senate in May, co-sponsored by 75 senators. Upon the signature of President Barack Obama, the bill will award the women with the Congressional Gold Medal in recognition of their service, according to AVweb. The medal, awarded by Congress, is the highest honor a civilian may receive, along with the Presidential Medal of Freedom, and is bestowed for exceptional acts of service to the United States. Congressional Gold Medals will be awarded to all 1,102 pilots or, in their stead, surviving family.

P-39 pilot visits the Hangar



On the 20th of June, Fred and Prudy Meier and Prudy's Father Loran visited the Hangar. Loran was a P-39 pilot stationed at the Panama Canal with 6th Air Force. Ron Iberg briefed the veteran on Miss Connie and assisted him in getting re-familiarized with the cockpit. After a comfortable 30 minutes in the cockpit while Loran regaled Ron with air stories about flying the P-39, the family were escorted through the rest of the aircraft and museums then treated to refreshments in the lounge. The following is a letter from the family.

"Prudy and I can't thank you enough for the hospitality and special efforts to make Loran's visit so special. He was thrilled to have the opportunity to get that close to his old 'steed', and he has certainly spread the word among his

CENTEX HIGHLIGHT

compatriots at Air Force Village in San Antonio! We will look forward to getting them to organize a group visit, perhaps a little later in the year when the weather turns a little more tolerable for the older pilots.”

Aside from Loran's adventure, I want to add my own thanks for a great time. I enjoy seeing all the old birds being preserved, and wish I had time and access to be able to more active. It is a great thing you guys do in keeping this history alive, and I want you to know how much it is appreciated. I have a lot of friends who are former military pilots, and all of us relish every opportunity to see the 'War Birds' fly. Thanks for your efforts!

Best wishes and fair weather for all the Squadron's activities!

Semper Fi,
Fred Meier
Lt.Col. USMC

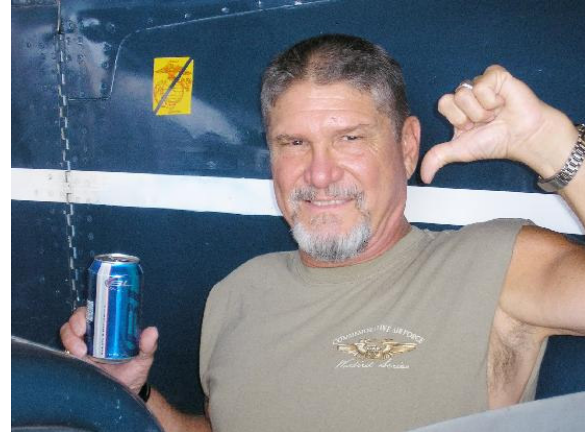
Centex Aircraft Battle Victory

Everyone is, no doubt, aware of the tradition of putting a flag or some symbol on an airplane for each victory. Bombers often used a decal of a bomb for each successful mission. American fighters used German or Japanese flags to signify their victory over an opponent. Typically, these badges of victory are found only on combat aircraft. On rare occasions, an aircraft not usually thought of as a combat plane might find itself in a position to score a victory over an opponent.

Recently, one of the Centex Wing's aircraft, the U-3 Blue Canoe, emerged victorious after a long engagement with one of the world's mightiest and deadliest of forces – a U. S. Marine. During the recent annual inspection of the aircraft, the clash of the titans began when Col. Buzz Perez encountered fierce resistance from a group of 10/32 screws while removing panels from the underside of the right wing of the aircraft. One by one, Buzz engaged the enemy barehanded, overcoming each opponent with sheer strength and numerous expletives, until only one remained. Buzz pressed forth with his attack on that last screw, mustering all the force he could (and even more naughty words). He truly gave it his all but I'm sad to report that the screw prevailed.

The rotator cuff in Buzz's right shoulder tore and the battle was lost. Buzz has since been doing battle with doctors and the health care system with more somewhat more success. He will soon have the shoulder surgically repaired. We are all looking forward to his return to duty with the rest of us mechanics. His assistance is sorely missed in the hangar

True to the aforementioned tradition, a Marine Corps emblem has been affixed to the right side of the U-3 to symbolize the victory. A diagonal blue stripe through the emblem is reminiscent of the international symbol for “No whatever”. In this case, No Marines.



In the accompanying photo, Buzz can be seen standing next to the victory symbol on the U-3, expressing his feelings about the outcome of the conflict. To add insult to injury, it was pointed out that a Navy man, Clint Epley, had installed the screw during the last annual inspection.

Good luck to Buzz on the surgery. *OohRah!*

Homeland Security Funding Bill Addresses LASP Concerns

By: Paul Lowe
June 30, 2009

Under a Department of Homeland Security appropriations bill for fiscal year 2010 that was passed by the House last week, lawmakers lauded the Transportation Security Administration (TSA) for working with general aviation stakeholders to develop a modified Large Aircraft Security Program (LASP) rule that “minimizes adverse affects on general aviation while addressing security concerns. H.R.2892 urges the TSA to “weigh all the costs and benefits associated with new security mandates for general aviation operators and airports.

A companion bill in the Senate (S.1292), which is awaiting consideration on the Senate floor, contains similar language. The initial Notice of Proposed Rulemaking for LASP would apply commercial air carrier security measures to GA aircraft weighing more than 12,500 pounds, regardless of how they are used.

Responding to objections from pilots and legislators, the TSA has said it will publish a new NPRM before issuing a final rule. H.R.2892 also rejected termination of Ioran and provided continued funding for the system.

CENTEX HIGHLIGHT

Meanwhile, NBAA yesterday praised a new House proposal (H.R.3093), sponsored by Rep. Charlie Dent (R-Pa.) that would require the TSA to create a rulemaking committee with GA stakeholders when developing security measures for the industry.

Cover photo.

In my memory at least, the first "natural" addition to the Wing. Caleb Armstrong was born to Zac and Kristin on April 17, 2009 at 9 lbs even. See more photos at www.pictage.com (search for "Armstrong Family." and select the family from New Braunfels.)

The cover photo was taken by Amy DeYoung, a professional photographer. It is copyrighted and printed with permission. Her web site is www.amydeyoung.com



The Wing received the following letter after performing in the Temple Memorial Day flyover. Joe Enzminger, Grant Lannon, Terry Adams and Mike Renck flew the aircraft.

Centex Wing, CAF
1841 Airport Road
San Marcos, TX 78666

Dear Mr. Grant Lannon,
Thank you for coordinating with me via e-mail for so many months and the days prior to the 2009 Memorial Day service. This will mark the second year the museum has sponsored this important service. At the conclusion of the service, many people approached me expressing their deepest appreciation for the excellent service and their hopes that we will do it again next year. I want to share this gratitude with you along with the entire team for concluding the entire program with the 4 flyover patterns. This is one program I look forward to every year.

I also thank you all for providing short rides for the sponsors after lunch. I know they all appreciated it. We certainly will do everything again next year. I missed a plane ride but maybe next year. I couldn't have done it anyway because I am currently recovering from a serious fall to the knee.

Sincerely,
Jeremy Krauss
RRHM Events Coordinator

In mid-July, our own Calvin Allen served as coordinator at a weeklong camp for students aged 14 to 18, sponsored by the Aviation Career Education Academy, at Stinson Municipal airport. He was featured in a photo-essay and a video clip by the San Antonio Express-News. Unfortunately the photoessay is no longer on the web-site, but the video is still at www.mysanantonio.com/videos/51136252.html



In an effort to inspire more black youth to become involved in aviation, the Organization of Black Airline Pilots played a lead role in expanding the FAA co-sponsored Aviation Career Education camps. The Organization of Black Airline Pilots ACE Academy is a nationally recognized program co-sponsored by the Federal Aviation Administration and the National Black Coalition of Federal Aviation Employees (NBCFAE).

ACE Academy is a program designed to offer an introduction to the aviation industry and aviation careers to middle and high school students. The goal is to provide an opportunity that will provide insight and a hands on experience for students to learn the history of aviation, fundamentals of aerodynamics, the role of government in aviation, pioneers in aviation and the many careers available in the aviation industry.

CENTEX HIGHLIGHT