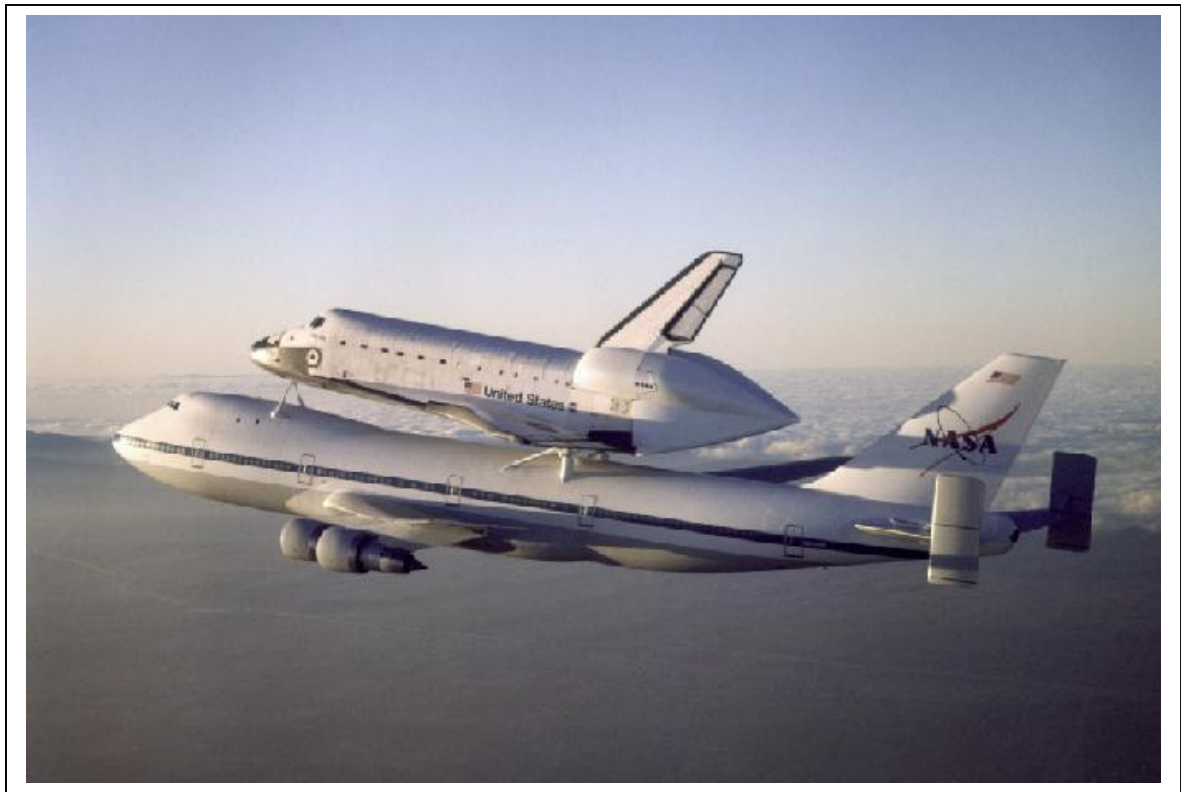


HIGHLIGHT
CENTEX



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 9, Sept. 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 September 8, 2009

Minutes of the CENTEX WING Meeting

July 14, 2009

Meeting called by Col. Billy Parker at 19:30

Pledge by Col. Ray Ender

Motion to approve minutes by Col. Dan Stim
seconded by Col. Buck Willis motion passed

Visitors - Mike, Lisa & David Stim, Mike Shore
Diana Wood

Committee Reports

XO: Motion was made by Col. Grant Lannon to
allow the 172 to rent space in the hangar
Seconded by Col. Mike Francis passed

Finance: Col. Mike Francis reported as follows

Wells Fargo \$18,186.44

Deposit \$ 3,654.00

Debits \$ 4,166.31

Ending Balance \$17,674.13

Maintenance: Col. Ray Clausen reported that
The Kate & U-3 are up & running. The P-39
needs minor maintenance. Should be up by the
end of the week

Operations: Col. Ron Iberg announced some
up coming air shows

Midland October 10 & 11

Houston Oct 31 Nov 1

Randolph Nov 7 & 8

Safety: Col. Mike Colaluca thanked the
members for the patches.

PX: Col. Pat Moore reported that the PX was
well stocked, suggested that we inform that the
PX items are for sale.

Frank Trojcek was the guest speaker. The topic
was Atrial Fibrillation.

The Dinner Dance is just around the corner
November 14, 2009

With the high temperatures, we expect the
electric bill to increase. Please turn off when not
in use, last person please check.

The August meeting meal will be salads &
deserts

Motion to adjourn by Col. Jim McKinley
seconded by Col. Jim Liles.

Special Note From Dan.

Thank all of the members for their support &
prayers. Janice went peaceful in her sleep.

Thanks Again

The meal for the September 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 OPS Officer

It's time to gear up for the fall air show
season, and appearances are starting to come
in. The maintenance team has really been
working to get all wing-associated aircraft ready
for the fall season.

Friday, August 28th, we have a four ship
going over to Waller, TX. The city of Waller is
sponsoring a single pass fly-over of the new
high school football stadium. We should be
passing over their new Memorial Stadium at
7:28pm with a "Missing Man" formation.
Scheduled for this sortie is Mike Renck and
Leon Thomas in the U-11, Calvin Allen in "Red
Tail", Billy Parker in the Zero (as the "Pull Guy"),
and Grant Lannon and Rich Ferguson in "Ol'
Yeller". I just learned that Houston Channel 2
news will have their helicopter there to cover the
game, so they should get some fantastic footage
of the missing man!

Saturday, August 29th, several of our
members will give flights to the Del Valle Air
Force JROTC as part of the EAA Young Eagles
program. This benefits the wing as the cadets

help with hangar clean up duties while they are waiting for their ride.

Saturday, September 5th, we will have a four-ship making another single pass over a football stadium. This will be a diamond over Kyle Field in College Station for the Texas A&M Aggies vs. New Mexico Aggies game. It's a sure bet that the Aggies will win this game, and the Aggies will lose too (unless it's a tie score)! The A&M Navy ROTC is in charge of this fly-over, so we are putting together a flight of four SNJ type aircraft. Lead will be H.D. Butler's SNJ with Billy Parker and H.D., Chuck Tully with Grant Lannon will fly the CAF SNJ based in Burnet as #2, Calvin Allen in "Red Tail" will be #3, and Ron Iberg with Rich Ferguson will fly slot in "Ol' Yeller".

Airsho '09 in Midland is Columbus Day weekend this year, which is 10 - 11 October. This is the weekend that had always been traditionally scheduled for Airsho when we were in Harlingen. It works out nicely for those who want to stay around Sunday night for the survivor's party, since Monday is a holiday for many. Aircraft from the hangar, which are scheduled to go to Midland, are the U-3, Kate, P-39, and B-25. These have received full fuel. Privately owned warbirds are welcome to attend and fly, but this year they will not receive any fuel, even for flying the show. I suspect that the number of aircraft will be down, but there should be better parking for those who do attend!

Operation Activities for late Aug & Sept. 09

28 Aug
Waller, Tx. Flyover

29 Aug
Young Eagles at hanger
Missing Man flyover with DOUG PEOPLES
LEADING at Horseshoe Bay

5 Sept
Texas A&M Vets memorial flyover before
Football Game.

11 Sept.
Canyon Lake Flyover for Clint Epley.

12 Sept
Young Eagles rally at hanger.

19 Sept
Windcrest [San Antonio] Flyover for Harold
Wood. B-25

19-20 Sept
TORA to Scott AFB III.

26-27 Sept
Hog Rally at hanger.



Maintenance Matters

Hi Everybody!

A couple of months ago, I was sitting with Clint Epley and told him that I thought we should get the P-63F back in the hangar and fix it ourselves. Clint whipped out his cell phone and suddenly I was pitching the idea to Mike Collier, head sponsor of the P-63 group. He came out and met with us, talked with some of the pilots and owners, and looked around getting a feel for the crew and "atmosphere" of the hangar. The experience and capability of the volunteer work crew increases every day and I couldn't be prouder of them. We seemed to have sold Mike on the idea and he got with his group for discussions. Last week we had a conference call with Steve Brown, Bob Stenevick, and the maintenance crew in Midland. It looks like we sold them on the idea, too, because they approved it and the P-63F is returning to the Centex hangar, also known as the Cobra Den.

Most are excited at the prospect of having two such rare planes as the P-39 and the P-63F in the same hangar and I've really only heard one voice against it. I know that we are fully capable of performing the work required to get the bird back in the air in a timely manner and I firmly believe that we can do it without adversely affecting the maintenance on any other plane in the hangar.

Midland suggested that the P-63 folks form another squadron, which will be housed in the hangar. Having three units at the same location on a large airfield between two large cities may make us a candidate for one of the first CAF Air Bases. This came up after the P-63 ball got rolling, and I'm not sure what impact that will have on us if it happens.

Clint just sort of got suckered into this. He just happened to have Mike's number and by making the initial call, got fingered as the primary point of contact. If you need to beat up on somebody about this, don't blame him, see me.

The plane is at Nelson Ezell's in Breckenridge. The propeller, wings, and horizontal tail surfaces have been removed from the fuselage. The radiator (and oil coolers?) are being overhauled and there are two brand new fuel cells with the plane. We understand that there is a little corrosion work to do in the belly near the radiator. We are trying to get information needed for shipping it to San Marcos and will move it as soon as arrangements can be made. Nelson heads off to Reno on September 11 and Mike would like to move it

CENTEX HIGHLIGHT

before then. The cost of moving the aircraft and returning it to flight will be borne by the P-63 group/squadron. The Centex wing will not be paying for a sponsorship in the plane, as was originally discussed. We may have a couple of people going up to see it this week and I may have photos and more info soon. As soon as I do know more, I'll get it right out to you.

Thanks,

Ray



Recovering the Shuttle

We received a copy of this quick "trip report" from the pilot of the 747 that flew the space shuttle Atlantis back to Florida after the Hubble repair flight. A humorous and interesting inside look at what it's like to fly two aircraft at once . . .

Walt and all,

Well, it's been 48 hours since I landed the 747 with the shuttle Atlantis on top and I am still buzzing from the experience. I have to say that my whole mind, body and soul went into the professional mode just before engine start in Mississippi, and stayed there, where it all needed to be, until well after the flight...in fact, I am not sure if it is all back to normal as I type this email. The experience was surreal. Seeing that "thing" on top of an already overly huge aircraft boggles my mind. The whole mission from takeoff to engine shutdown was unlike anything I had ever done. It was like a dream...someone else's dream.

We took off from Columbus AFB on their 12,000-foot runway, of which I used 11,999 1/2 feet to get the wheels off the ground. We were at 3,500 feet left to go of the runway, throttles full power, nose wheels still hugging the ground, copilot calling out decision speeds, the weight of Atlantis now screaming through my fingers clinched tightly on the controls, tires heating up to their near maximum temperature from the speed and the weight, and not yet at rotation speed, the speed at which I would be pulling on the controls to get the nose to rise. I just could not wait, and I mean I COULD NOT WAIT, and started pulling early. If I had waited until rotation speed, we would not have rotated enough to get airborne by the end of the runway. So I pulled on the controls early and started our rotation to the takeoff attitude. The wheels finally lifted off as we passed over the stripe marking the end of the runway and my next hurdle (physically) was a line of trees 1,000 feet off the departure end of Runway 16. All I knew was we were flying and so I directed the gear to be retracted and the flaps to be moved from Flaps 20 to Flaps 10 as I pulled even harder on the controls. I must say,

those trees were beginning to look a lot like those brushes in the drive through car washes so I pulled even harder yet! I think I saw a bird just fold its wings and fall out of a tree as if to say "Oh just take me". Okay, we cleared the trees, duh, but it was way too close for my laundry. As we started to actually climb, at only 100 feet per minute, I smelled something that reminded me of touring the Heineken Brewery in Europe ... I said "is that a skunk I smell?" and the veterans of shuttle carrying looked at me and smiled and said "Tires"! I said "TIRES??? OURS???" They smiled and shook their heads as if to call their Captain an amateur... okay, at that point I was. The tires were so hot you could smell them in the cockpit. My mind could not get over, from this point on, that this was something I had never experienced. Where's your mom when you REALLY need her?

The flight down to Florida was an eternity. We cruised at 250 knots indicated, giving us about 315 knots of ground speed at 15,000'. The miles didn't click by like I am use to them clicking by in a fighter jet at MACH .94. We were burning fuel at a rate of 40,000 pounds per hour or 130 pounds per mile, or one gallon every length of the fuselage. The vibration in the cockpit was mild, compared to down below and to the rear of the fuselage where it reminded me of that football game I had as a child where you turned it on and the players vibrated around the board. I felt like if I had plastic clips on my boots I could have vibrated to any spot in the fuselage I wanted to go without moving my legs...and the noise was deafening. The 747 flies with its nose 5 degrees up in the air to stay level, and when you bank, it feels like the shuttle is trying to say "hey, let's roll completely over on our back"..not a good thing I kept telling myself. SO I limited my bank angle to 15 degrees and even though a 180 degree course change took a full zip code to complete, it was the safe way to turn this monster.

Airliners and even a flight of two F-16s deviated from their flight plans to catch a glimpse of us along the way. We dodged what was in reality very few clouds and storms, despite what everyone thought, and arrived in Florida with 51,000 pounds of fuel too much to land with. We can't land heavier than 600,000 pounds total weight and so we had to do something with that fuel. I had an idea...let's fly low and slow and show this beast off to all the taxpayers in Florida lucky enough to be outside on that Tuesday afternoon. So at Ormond Beach we let down to 1,000 feet above the ground/water and flew just east of the beach out over the water. Then, once we reached the

CENTEX HIGHLIGHT

NASA airspace of the Kennedy Space Center, we cut over to the Banana/ Indian Rivers and flew down the middle of them to show the people of Titusville, Port St..Johns and Melbourne just what a 747 with a shuttle on it looked like. We stayed at 1,000 feet and since we were dragging our flaps at "Flaps 5", our speed was down to around 190 to 210 knots. We could see traffic stopping in the middle of roads to take a look. We heard later that a Little League Baseball game stopped to look and everyone cheered as we became their 7th inning stretch. Oh say can you see...

After reaching Vero Beach, we turned north to follow the coast line back up to the Shuttle Landing Facility (SLF). There was not one person lying on the beach... they were all standing and waving! "What a sight" I thought... and figured they were thinking the same thing. All this time I was bugging the engineers, all three of them, to re-compute our fuel and tell me when it was time to land. They kept saying "Not yet Triple, keep showing this thing off" which was not a bad thing to be doing. However, all this time the thought that the landing, the muscling of this 600,000 pound beast, was getting closer and closer to my reality. I was pumped up! We got back to the SLF and were still 10,000 pounds too heavy to land so I said I was going to do a low approach over the SLF going the opposite direction of landing traffic that day. So at 300 feet, we flew down the runway, rocking our wings like a whale rolling on its side to say "hello" to the people looking on! One turn out of traffic and back to the runway to land...still 3,000 pounds over gross weight limit. But the engineers agreed that if the landing were smooth, there would be no problem. "Oh, thanks guys, a little extra pressure is just what I needed!" So we landed at 603,000 pounds and very smoothly if I have to say so myself. The landing was so totally controlled and on speed, that it was fun. There were a few surprises that I dealt with, like the 747 falls like a rock with the orbiter on it if you pull the throttles off at the "normal" point in a landing and secondly, if you thought you could hold the nose off the ground after the mains touch down, think again... IT IS COMING DOWN!!! So I "flew it down" to the ground and saved what I have seen in videos of a nose slap after landing. Bob's video supports this! :8-)

Then I turned on my phone after coming to a full stop only to find 50 bazillion emails and phone messages from all of you who were so super to be watching and cheering us on! What a treat, I can't thank y'all enough. For those who watched, you wondered why we sat there so

long. Well, the shuttle had very hazardous chemicals on board and we had to be "sniffed" to determine if any had leaked or were leaking. They checked for Monomethylhydrazine (N2H4 for Charlie Hudson) and nitrogen tetroxide (N2O4). Even though we were "clean", it took way too long for them to tow us in to the mate-demate area. Sorry for those who stuck it out and even waited until we exited the jet.

I am sure I will wake up in the middle of the night here soon, screaming and standing straight up dripping wet with sweat from the realization of what had happened. It was a thrill of a lifetime. Again I want to thank everyone for your interest and support. It felt good to bring Atlantis home in one piece after she had worked so hard getting to the Hubble Space Telescope and back.

Jack "Triple" Nickel
NASA Pilot

The **Dinner Dance** is coming up quickly. Don't wait too long to start digging around for your contribution to the Silent Auction. Get them in to the hangar early so they can be cataloged. And consider doing a little volunteer work during set-up, operations and tear-down. All help is greatly appreciated.

More Flying Truths

- It's easy to make a small fortune in aviation. You have to start with a large fortune.
- Trust your captain but keep your seat belt securely fastened.
- A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to become random in motion.
- It's always a good landing if you can still get the doors open.
- Passengers prefer old captains and young flight attendants.
- "Unskilled" pilots are always found in the wreckage with their hand around the microphone.

Cover photo. Dryden Flight Research Center EC-98-44740-1 Photographed September 1998. NASA photo by Carla Thomas.

And here's an interesting note – Material on the nasa.gov website is generally not copyrighted and can be used on personal websites or publications. Some restrictions apply concerning NASA logos, recognizable individuals, and material specifically marked as copyrighted.

Everybody Dance!

Annual CAF Veteran's Day Dinner &
40's Swing Band Hangar Dance

Saturday, November 14, 2009
Centex Hangar at the
San Marcos, Texas Airport
Dinner at 6-7:30pm, Dancing at 7:30-11pm

Silent Auction / Dance Contest

The Sentimental Journey Orchestra
playing 40's Big Band Swing music

\$30/person - BYOB
Beer and Setups Available
(no ice chests allowed)

For Tickets and Reservations contact:
CAF CenTex Wing Hangar at 396-1943
Website: www.realtime.net/centex

See fabulous dance photos taken by
Tony Spielberg of Austin
www.austincandid.com/gallery
(Swing Dancing – CAF Hangar Dance)

For more information call:
Ray or Alison Ender
(512) 396-0765
alisonender@grandecom.net

So, what's so great about *our* dinner and hangar dance?

The San Marcos Centex Wing of the Commemorative Air Force is located in the only WWII aircraft hangar left standing on the old Edward Gary Army Training Base in operation during WWII.

For visitors to enjoy in the hangar . . . a PX, Museum, Officer's Club, Library and a hangar full of WWII aircraft, all of which are still in flying condition. The Yellow Rose B-25 and the only flying P-39 in the world are among them. Others include T-6, T-34, U-3, Yak, Kate, Zero replica and a small Liaison airplane (L4-Cub). Liaison aircraft of various types and sizes were used in WWII to spot targets, drop supplies and fly wounded out.

The airplanes are pulled out of the hangar to make room for the dance inside but are available on static display for the many visitors attending the evening's event. Many guests (most in WWII era dress, both military and civilian) enjoy having their photograph taken in front of the nose art of the Yellow Rose B-25 bomber, beautifully spotlighted in front of the big hangar.

Live Big Band - Without question (or argument) the Sentimental Journey Orchestra of Kerrville, Texas conducted by Ted Conerly is the most authentic WWII era Swing Orchestra sound in Texas and surrounding. Dressed in WWII attire, the group is a 19-piece orchestra that performs a repertoire of the big bands' greatest hits. They have performed for former President George Bush, to sold-out crowds throughout Texas, have been featured in Texas Highways Magazine and have been called, "the best thing to come out of the Hill Country" by the San Antonio Express News.



The evening will also include a dance contest and silent auction along with some of the best catered BBQ in Central Texas. Lots of refreshing beverages on hand . . . Beer, wine and set ups available.

Held on each Veterans Day weekend, we celebrate and remember all the brave men and women who gave us our freedom.

Our hangar dance promises to bring to our guests an absolutely authentic as possible WWII USO Dance experience!

Photo found on the Sentimental Journey website. Visit the excellent gallery (a little plug, there) on their site at <http://www.sjoswing.com>.

CENTEX HIGHLIGHT