



*Photo by Terry Freedman*

**Visitors from Area 51?  
Another Terry and Doug PT-22 Adventure!**  
See page 8 for the whole story.

**Volume 20 Issue 11**

**November 2010**

# Calendar

## November 2010

<i>Nov 6</i>	Hangar Work Day
<i>Nov 6</i>	Thermal Air Show
<i>Nov 10</i>	<b>General Meeting</b>
<i>Nov 16</i>	Staff Meeting
<i>Nov 19</i>	Fri. Night Hangar Movie
<i>Nov 22</i>	Newsletter Deadline

## December 2010

<i>Dec TBA</i>	Hangar Work Day
<i>Dec 4</i>	<b>Christmas Party</b>
<i>Dec 14</i>	Staff Meeting
<i>Dec 17</i>	Fri. Night Hangar Movie
<i>Dec 20</i>	Newsletter Deadline

## January 2011

<i>Jan 8</i>	Hangar Work Day
<i>Jan 8 &amp; 9</i>	Cable Air Show
<i>Jan 12</i>	<b>General Meeting</b>
<i>Jan 18</i>	Staff Meeting
<i>Jan 21</i>	Fri. Night Hangar Movie
<i>Jan 25</i>	Newsletter Deadline

### Plan Ahead:

- *Nov 6* Thermal Air Show
- *Dec 4* Christmas Party

# WINGS

*C.O.'s Message*

## **MORE FUN ON THE HORIZON FOR THE IEW**



Col. Ed Cleveland  
*Wing Leader*

Here it is the last week of October and we still have more events planned for 2010. We just got back from the Los Alamitos show where we had a great time. There were over 20 IEW members on hand and it showed by the amount of cash we put in the bank at the end of the day. Thank you to all who helped out at Los Al.

A great big thank you to Col. Brian Low for the fabulous job of sprucing up the motorcycle trailer. Our ticket sales were twice what they were last year at this show. Everyone wanted to know if the raffle included the trailer. NO, NO, NO was the answer. One gentleman wanted Brian's number so he could have a trailer built like ours.

We are gearing up for our first Wheels to Warbirds car cruise on the 30<sup>th</sup> where we will offer a great pancake breakfast, photos of your favorite jalopy

with our planes and some beautiful models. Our PT-22 and L-4F Grasshopper will be available for rides to the public for a small fee. And, if time permits for our member volunteers, a chance to take a much deserved ride in one of our award winning birds. So come on out and have some fun with us.

Our next air show will be at Jackie Cochran Field in Thermal CA near Palm Springs on November 6<sup>th</sup>. We have rooms available at the Fairfield Inn in Palm Desert for \$75.00 per night double occupancy. To reserve your room call (760) 341-9100 and tell them you are with the CAF. Most of us are going out on Friday and returning Sunday morning. I guaran-

*(Continued on page 4)*

# WINGS

*(Continued from page 3)*

tee you a good time will be had by all in attendance. Whether you plan to spend a night or two or just come out for the day on Saturday there will be plenty of fun for all.

As you already know, our beautiful D-Day Doll has an appointment with the paint shop when she returns from Thermal. Richard and crew will fly from Thermal straight to Flabob where we will NEED everyone's help to prep her for her new paint job. Please contact Col. Andy Conley at (951) 788-9941 to coordinate our preparation efforts.

Our November meeting features our annual Veterans tribute by Col. Bud Ukes where there will be a very special award presented. Be sure to attend this very special ceremony on November 10.

Don't forget to bring an item for the auctions to our annual Christmas party on December 4th. Col. Hank Schmel will be cooking turkey along with all the traditional fixins so don't miss this one. As usual the party is in lieu of our monthly meeting.

Keep 'em-flying  
*Banger*

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## **November 10<sup>th</sup> Program** **Bud Ukes'** **"Veterans Tribute"**

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### **October 19<sup>th</sup> Friday Night Hangar Movie** **"The Red Baron" (2008)**

Baron Manfred von Richthofen is the most feared and celebrated pilot of the German air force in World War I. To him and his companions, air combats are events of sporty nature, technical challenge and honorable acting, ignoring the terrible extent of war. But after falling in love with the nurse Käte, Manfred realizes he is only used for propaganda means. Caught between his disgust for the war, and the responsibility for his fighter wing, von Richthofen sets out to fly again.

# WINGS

## MY TRIP TO MIRAMAR AIR SHOW!

by Col. Eddie Bentley

Our morning started off at 4:30 a.m., got to the hanger around 5 a.m., loaded up and took off towards Miramar. We arrived at our destination around 7:00 a.m., set up the PX and got ready for a fun filled day.

BOMMMM!!! Soon as we set up all we heard was simulating bombing from off shore where Marines did a rescue mission. The Marines did an amazing job at show casing their capabilities with F-18's screaming by on attack runs. Harrier's flying so low and fast with their close air support, dropping bombs and machine gunning the enemy; followed by the Cobra's firing rockets in the LZ. The Osprey, with its vertical takeoff, displayed the newest aircraft in the Marine's inventory.

It was an air show as well as a ground show, with the Marines air ground task force, Shockley's jet truck and ending with an armored convoy.

Pam did about 200 dog tags in a two day period even in the

dark and fighting against a broken chair. Pam won the battle of the chair with the help of a few good books. It was a busy day and we were short handed — however, the ones who came out worked really hard and did an amazing job.

I would like to thank everyone who came out to help. I would also like to ask everyone to come out and hang out with the PX crew. You will have a great time and a lot of fun.



# WINGS

## HOW I GOT HERE!

Part II

by

Col. Bud Ukes



**L**ife in the mid to late '30s in Minnesota was pretty good for me. Well, maybe because I didn't pay much attention to the world news. I was way too busy playing and growing up.

Although money was pretty tight it usually wasn't too hard getting that penny daily for the ice cream cone or candy bar. It was Saturdays when I needed 45 cents for the movie and other stuff. Let's see... A White Castle hamburger was a nickel as well as a little pot of baked beans and a glass of soda was a nickel also. On rare occasions we'd skip the movie to go bowling. That was tight though, it cost 10 cents a line and renting shoes and a bowling ball was another dime.

The economy was really tough and there wasn't a whole lot we could do as little kids to earn some money. But, heck, we could always find a way. The easiest was to go to the skeet shooting center and after hours they would let us roam around. We searched for unbroken clay pigeons which we received a penny each. Some nights we were lucky and found 5 or 6 good ones. That was a lot of money for us little guys. Yes, no girls allowed at that time in our group. (They were accepted later!).

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# WINGS

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Of course fishing in Minnesota was always high on the priority list and there were lots of different ways to catch those swimmers. Lake fishing, river fishing, ice fishing and one that actually wasn't legal, but boy was it fun! In the many little creeks that feed into the Mississippi River the big old Carp would swim up to spawn. These creeks were so shallow the backs of these fish would stick up a little and the idea was to bare handed grab one of these monsters. Yea! We always put them back, but I bet they had a little scare.

But don't let me stray from my first love... Airplanes. Many summer days were spent building and flying rubber band powered models. A neat model of the Curtiss Robin cost a nickel, a tube of glue cost a nickel, and a small bottle of dope with a brush cost a nickel. (For info, hi-test gasoline was 6 gallons for a dollar!) We'd spend a good portion of the day building one of these models and then the afternoon was flying time. No, we never got tired of winding the propeller rubber band motor. They would fly pretty good, but pretty good

then was a 30 second or longer flight. Just about dinner time, with the models a little beat up and almost done anyway, the last flight would be from the garage roof with a firecracker neatly placed in the cockpit. I'm sure you could visualize that flight.

When I was nine years old my favorite thing was to visit my uncle's farm a little North of St. Paul. I could ride horses, milk cows, feed the pigs and all the other fun stuff on a Minnesota farm. But, really, what drew me to the farm was my Uncle had a little yellow plane there. I really don't remember what it was, but I'm pretty sure it was an early Piper Cub. With a little pushing I got my Uncle to take me up for rides in that little airplane. I even got him to teach me how to fly. I'm really not sure if I actually flew or if I held on and the plane flew itself.

Next month we'll go into what happened to me and that little airplane and what happened to me on December 7, 1941.



# WINGS

## CAF PT-22 AND ROSAMOND DRY LAKE

by

Col. Terry Freedman

A while back I saw a piece on the AVweb site that caught my attention. It was about a Fly-In for general aviation aircraft to the Edwards AFB Flight Test Center's Rosamond dry lake bed just inside the restricted airspace R-2515 just northeast of the Palmdale Lancaster area. I thought it would be a fun thing to do and promptly forgot about it. I was later again looking at an AVweb bulletin that said today was the last day to enter your aircraft for the lottery to be one of 100 invited general aviation airplanes to attend the event, I this time promptly entered the PT-22. That night I was contacted by someone at Edwards wanting to see pictures of the PT-22 so I thought we might have a chance as there was a separate "warbird" invitation list on top of the general aviation aircraft. Several days later I was notified that we had been selected to attend this historic event. I promptly notified Doug Schuster to get Friday the 1<sup>st</sup> of October off work so he could attend this event with me as I was sure I would need his expertise to pull this off. The original plan was

to fly the Ryan up to Apple Valley Airport and spend the night with a mutual friend so that we would not have to worry about morning fog keeping us on the ground and missing this event. But as nature would have it, the weather on Thursday afternoon was not conducive to flying to Apple Valley that evening. So we changed our plans to depart at first light Friday morning as we had an arrival window of 0915 at a point located just east of Palmdale. We were airborne out of Cable airport at 0645, just before sunrise and saw the rising sun as we were entering the Cajon Pass, a beautiful sight from the Ryan. We needed to stop at Apple Valley to get fuel as there was no fuel available on the dry lake and we wanted to make sure we had fuel to get out of there. As a safety measure we sent a 5 Gal fuel can with Aero Trader's B-25 also attending the event in case we needed to add some fuel before we departed the lake bed. While in Apple Valley we had time to have breakfast with our friend we had intended to stay with. We had him

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# WINGS



*Photo by Doug & Terry*



*Photo by Doug & Terry*



*Photo by Doug Schuster*

# WINGS



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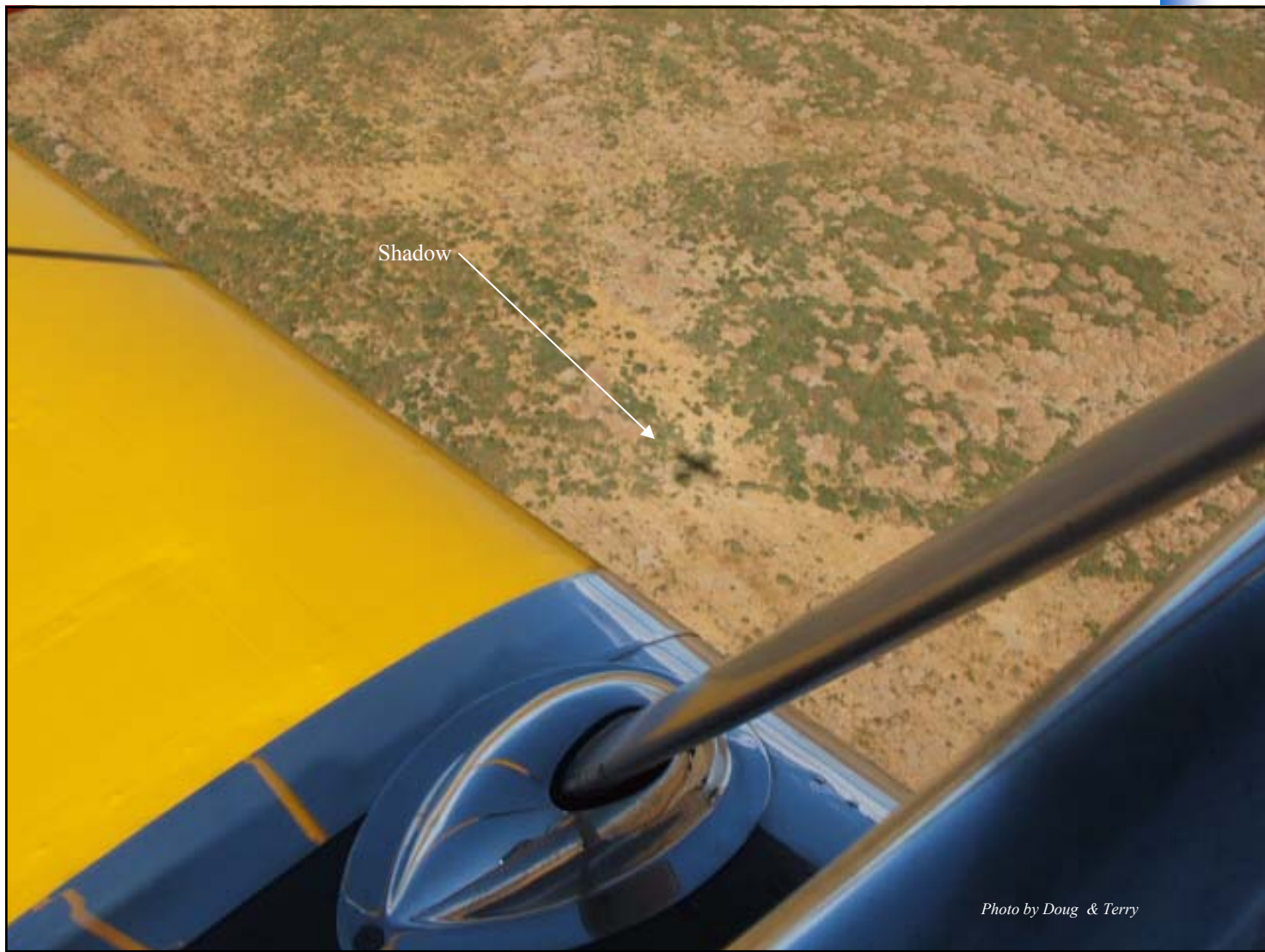
get us 15 Gal of fuel because the fuel pumps at Apple Valley were out of service and the temporary fueling station did not open until 0800 and we didn't want to take a chance that something might go wrong in that process, so we had our friend get us the fuel before hand. We transferred the fuel upon arrival and it was now around 0740 and we figured we needed to be airborne by 0830 to make our arrival time at the hold point by 0900. So we now filled "our" tanks with food before we had to depart.

We arrived at our designated hold point right at 0900 and checked in with Joshua Approach as briefed. We were the only airplane they were letting on to the lake bed that did not have a trans-

ponder, so we were scheduled to land last as they didn't want to mix us up with transponder equipped airplanes. The last landing was scheduled to be at 0930, and if you were not on the ground by then, it was supposedly too bad, so we didn't want to be late! We were the last airplane to land and it was quite a sight seeing the other 100 airplanes all lined up and the huge white tent that was erected where the pancake breakfast and Tri-tip lunch were to be served. They had expected 2500 people to be there, but in the end the final count was somewhere between 1000 and 1500 people. Several guest speakers talked prior to lunch explaining the mission of Flight Test Nation and the restricted areas around the complex and why they were there. There was also a lecture on colli-

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# WINGS



*Photo by Doug & Terry*

# WINGS



*Photo by Doug & Terry*



*Photo by Doug & Terry*



*Photo by Doug & Terry*

# WINGS

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sion avoidance that qualified for the FAA Wings program and you received points for attending.

Since we were the last to arrive, they also wanted us to be the last to depart again because of the transponder thing. Airplanes started leaving around 1430, a bit earlier than planned because of a large thunder storm approaching from the south right over Mt Baldy. We had to dodge rain squalls on the way back but the flight was very smooth and beautiful white clouds all around us on the way back. We did take 5 Gal of fuel off the B-25 so that we could make it back to Cable non-stop.

They may do it again in two years, but Doug and I feel very lucky to have been part of the first and who knows maybe the only time general aviation airplanes were allowed to land on Rosamond Dry Lake.

I had been at the grocery store the afternoon before and came across the “extra set of eyes” and thought how perfect it would be to wear these as we taxied in. We got a lot of comments and when asked where we had come from we answered “non-stop from Area 51.” We all got a laugh out of it and it just

added to the fun day it was. We were also joking that since we didn’t have a transponder and the approach radar “might not be able to see us” we brought an extra set of eyes to help us see. Another fun day of Ryan flying!

A quick comment on landing on the dry lake bed. We had been briefed about how the normal visual cues would be very different and how one had the tendency to flare high and come crashing down. The runway was 200 feet wide and 17,000 feet long to add to the confusion. They suggested to land near the freshly marked runway edge to help gauge your height above the surface. This was not my first landing on a dry lake bed and I did just what they had suggested and it worked perfectly. The surface of the lake bed looks rough, but in fact it was very smooth and very little dust was kicked up, another concern they had for the event. We landed to the south west and departed to the north east.



# WINGS



## Wow! What a Turnout!

by Bud Ukes

Sunday, October 24<sup>th</sup> we gathered for the annual “Wings, Wheels & Rotors” show at Los Alamitos. The weather had kinda settled and it looked like we were in for a good day. A couple of us were a little worried as NO ONE had signed in that they were going to the show. Almost thought “Support” had gone West.

What a surprise when 21 members and friends turned out to support our airplanes and PX. It was a pleasure as no one had to do double duty. No customer at the PX walked away before someone could talk to them. The line for airplane tours was steady all day. (Except when she flew!)

The jump was great and many people commented about how good it looked.

The results... combined PX, Tours and appearance fee, the Unit took in over \$4,000.00. And to add comfort, Ed Cleveland sold 60 (YES, I said 60) motorcycle raffle tickets.



# WINGS

## Los Alamitos “Wings, Wheels & Rotors” Show



Photo by Tom Dixk



Photo by Tom Dixk



Photo by Tom Dixk

# WINGS

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# WINGS

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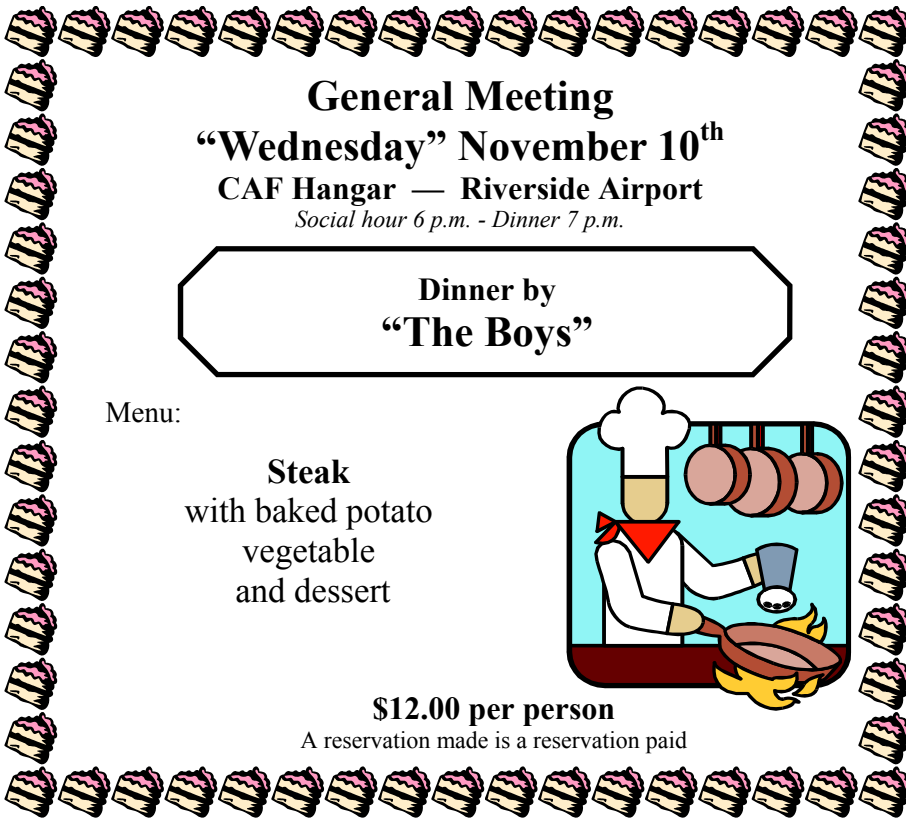
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# WINGS



**General Meeting**  
**“Wednesday” November 10<sup>th</sup>**  
**CAF Hangar — Riverside Airport**  
*Social hour 6 p.m. - Dinner 7 p.m.*

**Dinner by**  
**“The Boys”**

Menu:

**Steak**  
with baked potato  
vegetable  
and dessert



**\$12.00 per person**

A reservation made is a reservation paid

**WINGS**

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## *Inland Empire Wing Officers and Crew*

### **Wing Leader**

Ed Cleveland (951) 681-5805 (o)  
(909) 229-1434 (c)

### **Executive Officer**

Pete Downes (909) 597-6692 (h)

### **Finance Officer**

Dave Mihelich (951) 689-4267 (o)  
(951) 313-6834 (c)

### **Adjutant**

Steve Sheere (951) 765-5349 (o)

### **Operations Officer**

Terry Freedman (909) 239-1868(c)

### **Asst. Operations Officer**

Andy Conley (951) 788-9941 (o)

### **Maintenance Officer**

Tom Garcia (951) 684-2258 (h)

### **Safety Officer**

Fred Tedesco (951) 222-8394 (o)

### **Asst. Safety Officer**

Mike Lindgren (951) 684-6134 (o)

### **Airshow Coordinator**

Tom Dix (714) 647-3316 (o)  
(714) 299-0256 (c)

### **PX Officer**

Tom Dix (714) 647-3341 (o)

### **Hangar Boss**

Hank Schmel (951) 314-9641 (c)

### **Asst. Hangar Boss**

Eddie Bentley (714) 343-0150 (c)

### **Past Wing Leader**

Richard Hammerschlag  
(949) 646-1686 (o)

### **Wing Photographer**

Camm Kirk (951) 826-6019 (o)  
(951)233-3336 (c)

### **Wing Webmaster**

Herb Duncan – *contact:*  
[Bud Ukes (951) 415-9563 (c)]

### **Radio/Electrical Advisor**

### **Social Director**

Linda Lindgren (951) 781-9825 (h)

### **Mess Officer**

Dave Pennington (951) 688-3337 (o)

### **Asst. Mess Officer**

Gene Maxwell (951) 734-7691 (o)

### **Bartender**

Steve Robb (951) 314-2274 (c)

### **Information Officer**

Bud Ukes (951) 415-9563 (c)

### **Asst. Information Officer**

Walt White (951) 780-0691 (h)

### **Personnel Officer**

Pam Downes (909) 597-6692 (h)

### **Motor Pool Officer**

Brian Low (951) 683-1394 (o)

### **Librarian**

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