

HEBER DISPATCH

October 2018

Planes and Horsepower Special

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Unfortunately for both the Utah Wing of the Commemorative Air Force and for everyone who supports our mission, the season has come to a close. Our fundraising events are in the books, and our hangar doors are closing up until spring time. Given the success of our mission, however, we are hardly at rest in preparing for next year. Our mission, put succinctly, is to educate and preserve the contribution of military aviation to our nation's freedom, for this generation and for generations to come. In doing so we also honor with gratitude those who participated. We hope for our supporters that the end of our season of events does not mark the end of this mission. This is as good a time as any to educate yourself, meet and honor veterans, and to do your part to preserve history. When we open our hangar doors next spring we hope to spread this passion to the younger generations. We hope as well to have completed our Stearman restoration project. Next year will be a particularly momentous occasion, marking the 75th anniversary of the D-Day Invasion, among several other pivotal moments of World War II to occur in 1944. Also worth noting will be the 50-year mark of several pivotal operations in Vietnam, and the 50th anniversary of the Moon landing (several aviation firsts had to take place in order for that to happen).



COMMEMORATIVE
AIR FORCE
UTAH WING



May 5--Museum Opens



June 9--6th Annual Hangar Dance



June 23-24--Warriors Over the
Wasatch Air Show



August 4--Planes and Horsepower Car Show



August 4--Vintage Hangar Hop



September 9-13--WWII Pilot Training Camp

To recap the season, we had two very successful hangar dances, a streamlined and very well-received car show, several sponsorship rides, and for the first time our WWII pilot training camp was able to get off the ground and be successful. We also supported at several air shows, including nearby Hill Air Force Base's bi-annual Warriors Over the Wasatch, and Ely, Nevada's first ever annual air races. Essential to our success was and will continue to be the dedication of our volunteers, who in addition to dedication now carry out our mission with conviction. We cannot forget the continuing support of our donors and patrons, of course. Next year will bring two more dances, a bigger and better car show, perhaps another bomber for Bomber Week as we've done in years past, and special occasions to commemorate the historic milestones stated previously. Lacking a little in our events this year was a large presence of veterans, which we aim to add to our events next year. Every year we endeavor to make these events grow, and to become not only state-wide attractions, but perhaps to become known on a national level. Several 1940's nights across the country bring patrons from every corner of the states, including the *WWII Weekend* in Reading, Pennsylvania, *A Night in the 40's* in Phoenix, Arizona, the *1940's Night* in Boulder, Colorado (who celebrated their tenth anniversary this year), and many others. Stay tuned for updates during the offseason!

Planes and Horsepower Special

With the ever-growing success of our car show, we aim to make it as unique an attraction as possible. In 2017 Planes and Horsepower was preceded by a promotional cross-country road trip, with stops that told a relevant history. We picked up a 2017 Camaro SS in Dayton, Ohio, the birthplace of aviation, and took it on a journey through history on our way to Planes and Horsepower 2017. Sites included Wright-Patterson Air Force Base, Huffman Prairie, the Henry Ford Museum, downtown Detroit, Ford's Willow Run Plant, and our hangar in Heber City to wrap it all up. The trek presented the intertwined early histories of the automotive and aerospace industries, and commemorated early ventures to travel farther and faster than anyone had done previously. In both early airplanes and automobiles, these feats were common and were very popular with the public. This, however, was only chapter one. For Planes and Horsepower 2018, a very similar course was set, landing once again in Dayton, Ohio, and ending in Detroit, Michigan. This time, a link would be made in Indianapolis, Indiana. This would all be rounded off nicely with Planes and Horsepower 2018 headlining with the P-51 Mustang.

National Museum of the United States Air Force

Dayton, Ohio

Second only to the Smithsonian Air and Space Museum in Washington DC, the National Museum of the United States Air Force houses many historic aviation firsts within its hangar walls. The Wright Brothers' historic endeavor to leave the ground would only soon thereafter bring about the United States Air Force. Flight itself would not only change the commercial world, but as could be seen from the first flight, would play pivotal roles in global conflicts through airpower. The museum houses the B-29 "Bockscar", which together with the B-29 "Enola Gay" would end the largest global conflict in history. In so doing, these planes would spark the atomic age, and would usher in a new global conflict with the Cold War.



Also on display is one of the Wright Brothers' original bicycles, along with one of their experimental wind

tunnels. In the Wright Brothers' quest to commercialize their innovation of the modern airplane, one of their primary targets was the US military. Unlike its European counterparts, the US was slow at first to realize the importance of airpower. As a result, the US military would be slow to warm up to practical use of the Wright's airplane. That attitude would change quickly after the lessons of the First World War, and American airpower would progress in leaps and bounds through the '20's and '30's. The Museum of the United States Air Force displays that rapid development in its WWI-WWII galleries. Modest wood and fabric biplanes would become metal biplanes, and then metal monoplanes, breaking speed and distance records. Though still lagging Germany's development at the start of World War II, the US would eventually turn out the B-17, the P-51, P-38, and many more which would help defeat Germany in the end.



New to the museum this year is the infamous B-17 known as "Memphis Belle". This B-17 stood apart from the thousands of other B-17's flying over Germany, in that it was reputed as the first to do so 25 times with its original crew (though not the actual first). Strategists in the Second World War knew that production would make or break the would-be victor of the war. American factories were starting to churn out tanks, guns, planes, and ships for the war effort, doing so at break-neck pace without the harassment of strategic enemy bombing. The arsenal of B-17's and B-24's would fly over Germany to destroy its ability to make war by attacking its war machine behind the front lines. Germany, however, would not let that happen without a price. As B-17's were pressured to fly farther into the Reich, casualties mounted. Damaging public support can be more detrimental than any military objective, as mounting casualties have a tendency to do. It was on May 19th, 1943, that the first crew and B-17 both completed their required 25-mission tour of duty (the crew on May 17th, the plane itself with a replacement crew on May 19th). The USAAF was eager to sell strategic bombing to the public amidst the campaign's attrition, so the first bomber to complete the required 25 missions with its original crew (Hell's Angels completed theirs on May 13th with their original crew, and the B-24 Hot Stuff completed 25 missions in February of that year, but crashed in Iceland on May 7th on its return to the US) would then be used for a different mission. When the Memphis Belle returned to the United States, it was flown across the country on a 31-city war bond tour with its original crew to garner public support. An infamous incident on this tour was flying the plane at a 60-degree bank through the courthouse and city hall of Asheville, North Carolina (a 50-ft width). Luckily for the Memphis Belle, it escaped the postwar scrapping

that befell the thousands of other aircraft (unlike the Hell's Angels). After the war, it was put on display in Memphis, Tennessee, until in 2005 the US Air Force acquired her back for a complete restoration. The restoration was completed in 2017, and on May 17th of this year (the 75th anniversary of its crew's 25-mission completion) it was put on display in this museum.

Huffman Prairie

Outside of Dayton lies a pasture which is hal-
lowed ground. Huffman Prairie is today pre-
served as a National Historic Site for its im-
portance to aviation. The Wright Brothers'
historic flight in Kitty Hawk in 1903 was still
far from practical flight. They would return to
Dayton from 1904-1905 to perfect their de-
sign with the Wright Flyer II and Wright Flyer
III, and achieve that end. Here they would
progress from short, sustained in-line flights
to flying higher and longer--and with modifi-
cations and improvements in control they



could now fly Figure 8's and other basic maneuvers. Despite the inherent danger, the brothers persevered as they did with Wright Flyer I over the course of 150 flights. Their work culminated in the Wright Flyer III, which they deemed the world's first practical-use airplane. By 1908 they had an aircraft they were ready to demonstrate to the world, which they would wow European audiences with much more than they would American ones.



The Wright Brothers' original hangar, with the launch tower in the background

The brothers chose this location because of a rail line which could conveniently transport them and their cargo from Dayton, and because of the grace of the land's owner. The Wright Company would be founded in 1909 and a year later would establish the world's first ever flight school on this prairie. The school would train many early aviation pioneers, most notably Henry "Hap" Arnold. In 1917 the US Army Signal Corp (an

early ancestor of the US Air Force) would purchase the field and rename it Wilbur Wright Field (Wilbur had passed away in 1912). In 1948 the newly minted US Air Force would merge Wilbur Wright Field with nearby Patterson Field to create Wright-Patterson Air Force Base. The base today is the largest base for the Air Force, and in the midst of the base's operations a portion of Huffman Prairie remains preserved.

Aviation Heritage National Historical Park

Much of the Wright Brother's physical heritage, that is, their bike shops, have been demolished in Dayton as new development has taken its place throughout the century. Fortunately, the last remaining bicycle shop of the Wright Cycle Company's original six was preserved under the same National Historic Site jurisdiction that also preserves Huffman Prairie. The Wright Brothers' sixth shop, wherein they developed and built everything from their kites up to Flyer III, was purchased by Henry Ford and is now on display at the Henry Ford Museum in Dearborn, Michigan. This shop also included their wind tunnel experiments, where they would test more than 200 different airfoil shapes. The fourth bicycle shop and printing press where the Wright Brothers would venture before modern aviation is now on display in the last remaining shop in Dayton. It was at this location where they started to build their own bicycles, and where they would first begin to study aviation in earnest.



Carillon Historical Park



Dayton is a storied epicenter of innovation since its founding in 1796, much of which extends beyond the birth of flight. The Carillon Historical Park tells the story of this innovation, ranging from railroad and other transportation, to invention, and industry. Its tribute to flight is the Wright Brothers Aviation Center, which houses the restored Wright Flyer III. This flyer superseded Flyers I and II and was considered by the brothers to be the first practical aircraft. Flyer I had proven that sustained powered and controlled flight was possible, and Flyer II refined the art on Huffman Prairie. After over 100 flights on the field, which included several mishaps and damages to the aircraft, it was disassembled. The wood was reportedly burned, and the remaining components were salvaged for Flyer III. By this flyer the brothers had ironed out control issues that plagued Flyers I and II, and it showed in the considerably improved stability and performance of Flyer III. In 1905, the flyer flew for a total of 24 miles in 39 minutes and 23 seconds, which had lasted longer than all of the previous flights combined. With the kinks ironed out, they felt they were ready with this flyer to sell their product to the US military and other potential buyers. Other firsts with this flyer include the first passenger in aviation, their mechanic Charles Furnass. After a crash in North Carolina, the aircraft was stored in pieces in the Berkshire Museum in Pittsfield, MA, until Orville Wright requested their return to Dayton in 1946. Orville would personally oversee much of its restoration until his death in 1948 (the project was completed in 1950).

Indianapolis Motor Speedway

Indianapolis, Indiana



Second to Detroit as the Mecca for motorheads is Indianapolis, Indiana. The city, if known for nothing else, is known for the Indianapolis Motor Speedway. The speedway is well known for hosting the Indianapolis 500, but over the years has hosted several other racing venues. The state of Indiana was home to numerous automotive companies in the fledgling days of the automotive industry, among which were Packard, American Motor Car Company, DeWitt Motor Company, LaFayette Motors, AM General, McFarlan Automobile, and



many, many more. Most of those names aren't familiar with most people today. Like in early aviation, startup companies were sprouting left and right in the automotive industry. In both industries too, many companies would either founder, or would merge with others to stay afloat. As many of the Indianapolis-based companies would founder, Detroit would take and retain its title as Motor City as home to the "big three". Indianapolis to this day retains the historic speedway, however. The Indianapolis Motor Speedway began as a vision by Carl G. Fisher, who frequented France's racing scene and noticed that they were paces ahead in automotive design and craftsmanship (the same realization would soon permeate in the aerospace industry). Much like in early aviation, exhibitions of speed and daring were popular in the automotive industry, as new companies came forth to promote their products' capabilities. The norm at the time was testing new automobiles in a straight line. This was effective, but the audience of spectators were only allowed to witness the racing from their single point of view. Fisher's vision in trying to keep up with European designs was a circular test track for testing the limits of automobiles. This gave advantages of longer endurance testing of cars, and spectators being able to witness the entire race. Endurance testing was crucial in early automobiles, which like early aircraft, had leaps to take before becoming reliable and of practical use. This track would be the beacon that would make Indianapolis the "world's greatest center of horseless carriage manufacturer". The first races were held in 1909, while the Wright Brothers were commercializing their flyer in Dayton and while Henry Ford was churning out early Ford models in Detroit. The first automotive race to take place at the speedway was between fifteen car makers and included notable drives like Louis Chevrolet. In 1910 the race track hosted the first ever National Aviation Meet, which featured none other than Orville and Wilbur Wright.

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The race track would serve as an aircraft depot and field during World War I, and was home to famed aviator and Medal of Honor recipient Eddie Rickenbacker. Rickenbacker would win the Indianapolis 500 four times before scoring 26 confirmed aerial victories in the war. If that were not enough, he would later own the speedway, and would pursue ventures in air transportation and in the automotive industry. This included his leadership in Eastern Airlines, his own startup, Rickenbacker Automobile, and involvement in Cadillac.

Indianapolis would not become the motor city that would be Detroit's claim to fame, but to this day the race track hosts the Indy 500, Brickyard 400, and was formerly the host of the Formula One United States Grand Prix. The track was placed on the National Register of Historic Places in 1975 and would be designated a National Historic Landmark in 1987.

Ford Piquette Avenue Plant

Detroit, Michigan



The Model T is perhaps *the* icon of the American automotive industry. It was the first vehicle to be mass-produced on the assembly line, which revolutionized manufacturing forever and would make the automobile affordable for the American middle class. It was the assembly line concept that would provide the US with the arsenal needed to help win World War II, producing more than 300,000 planes, 88,000 tanks, and almost 7,000 ships. Much of that was even produced by the automotive industry. The Piquette Avenue Plant was the second plant operated by Henry Ford, and his first purpose-built factory for automotive production. Founded in 1904, the plant would produce Ford Models B, C, F, K, N, R, S, and T. Ford began to develop his assembly line here, but would fully implement it when Model T production was moved to the new Highland Park plant in 1908. Ford's emphasis on interchangeable parts and on a moving assembly line would



give him the historic first in being the first automaker to produce more than 100 cars in a single day (accomplished at Piquette). Ford Motor Company would eventually produce over 15 million Model T's. Ford sold the Piquette Avenue plant to wagon-turned-auto producer Studebaker in 1911, who would use the plant until 1933. It was at this plant that Ford Motor Company became the largest automaker in the US, and would remain as such until the 1920's.

Packard Automotive Plant



And for the last stop on this trip, we stopped at a place that seems (falsely) representative of Detroit's current portrayal--former glory lying in ruins. This is the Packard Automotive Plant, which was built in 1903 and abandoned altogether in 1956. Packard was among the many automotive startups at the turn of the 20th century that wanted to build a better horseless carriage. Ford's market was the middle-class American, whom he intended to supply with a cheap and affordable vehicle. Packard was on the other end of the spectrum, catering specifically to the luxury market. The company was known for quality as well as luxury, and performed a lot of their own intensive quality testing here at this plant. (Like the Piquette Avenue Plant pioneering modern fire safety measures, the Packard plant also pioneered modern building construction, with the first use of reinforced concrete). Packard would also be known for many automotive firsts, including the modern steering wheel, first



production 12-cylinder engine, and air-conditioning in a passenger car. Like every automaker in wartime, Packard covered up their automotive production and tooled up for the war effort. This factory was a licensed production site of the V-1650, the Rolls-Royce Merlin engine that powered the ever so iconic P-51 Mustang. The P-51 in service would help to tip the scales against Hitler's Fortress Europe, thereby earning its iconic status. Including PT boat engines, this plant would produce more than 55,000 combat engines total during World War II.



After the war, Packard would acquire another luxury automotive line, Studebaker, to become the Studebaker-Packard Corporation. Ultimately this partnership was doomed, as the luxury cars and the company could not compete with GM, Ford, and Chrysler. GM in the 1950's would actually become the largest company in the world. The plant has recently been purchased by a private investor who has the intention of restoring the plant and turning it into a museum. Restoration on parts of the plant have already begun.

Planes and Horsepower 2018



Much like going from Huffman Prairie to Piquette Avenue, Planes and Horsepower 2018 was itself a historical gem. Many interesting automobiles showed up on the morning of August 4th, from Studebakers to classic Jaguars to modern muscle cars. Every car had not just a unique history, but also a unique personal story as told by its owners. Of course, with the P-51 headlining the show, the Ford Mustangs represented in droves. The show was sold out on photo-ops, with almost 100 registrations total (compared to just over 60 the



previous year). With each year we hope to bring out even a wider variety of cars, in our pursuit to become one of Utah's premier and one-of-a-kind car shows. Below is our list of top 10 entries for 2018's show.



Planes and Horsepower Top 10
1—"Best of Show" Winner
1950 Jaguar Mark V
 Driven by Art Pasker



2—1928 Model A Roadster/1967 Mustang

Driven by Scherril and Paul Schouten



3—2001 Air Force Edition Ford Mustang

Driven by Kevin Foster



4—Aston Martin DB Mark III

Driven by Gary Lindstrom



5—2015 Saleen Mustang Beryllium Copper

Driven by Doug Leichty



The Origins of the “Mustang” Name

The P-51 Mustang first debuted over the hostile skies of Europe in 1943, its sleek, elegant, and robust design giving the Luftwaffe a run for its money and back for Germany. A generation later, the Ford Mustang would debut in 1964. Its own sleek, elegant, and robust design allowing it to advance in leaps and bounds in what would be known as the pony wars. This might suggest that the two Mustangs are of the same pedigree. Like in our own car show, the P-51 and the Ford Mustangs love to be paired next to each other, as if for a family photo. In the 50+ year history of the Ford Mustang, it has been widely held that it was indeed named after

the P-51. True, the P-51 was modified for racing after the war by private owners, only a decade before the Ford's Mustang debuted. Circumstantial as that may be, the truth to the name is debated, and is unsurprisingly complicated. Is the Ford Mustang named after the P-51 Mustang? The answer to that is...maybe, if only indirectly. NASA's space shuttle fleet was named after seafaring exploratory vessels, and this NASA documents on official record. The Chevrolet Corvette, as Chevrolet officially proclaims, is named after the fast and maneuverable naval vessel of the same name. The Triumph Spitfire is officially stated to be named after the infamous Supermarine Spitfire (and debuted just two years before the Mustang). Ford, however, does not give any sort of official statement relating their Mustang to the P-51. There is considerable hearsay, however, that suggests the name was still at least derived from, or inspired by, the P-51. Hearsay of course can only be taken for what it's worth. According to Ford's website, the lead designer and executive

stylist of the Mustang, John Najjar, was indeed enamored with the P-51. In the concept stages, other names were being pitched for the new car, including Cougar, Monte Carlo, Monaco, Torino, and Thunderbird II (some of those might sound familiar as they were selected for later Ford models). John Najjar reportedly suggested the name "Mustang", even pitching the salute to the World War II icon. Spearheading development of the car was Lee Iacocca, who rejected the proposal stating that it was "too airplane". Iacocca was not convinced on the grounds of an aviation heritage, but Najjar's second proposal would speak to him.



Najjar proposed the Mustang name a second time, but this time in the image of a wild stallion. The evoked imagery of wild mustangs roaming freely through the wild west resonated with Iacocca and with the Ford team. An American icon would become so with that imagery, and the Mustang name was chosen. The Ford Mustang would go on to dominate the pony wars throughout the decades, and would hold its own place in Americana. So there is no documentation or ceremony which officially relates the car with the plane, but the argument could be made that they are *indirectly* related. Even if the hearsay is not true, the car and the plane are still related by virtue of their iconic status in American culture. Those in our car show who brought their Fords to pair them with the P-51 likely don't care one way or the other, appreciating two different legends in the same place at the same time.

6—2017 ZR1 Corvette

Driven by returning patron Daniel Robbins



7—2018 Camaro ZL1

Driven by returning patrons Deb and Jerry Joseph



8—1951 Jaguar XK120 OTS

Driven by Barry Hanover



9—1965 Mustang

Driven by Chad Pascua



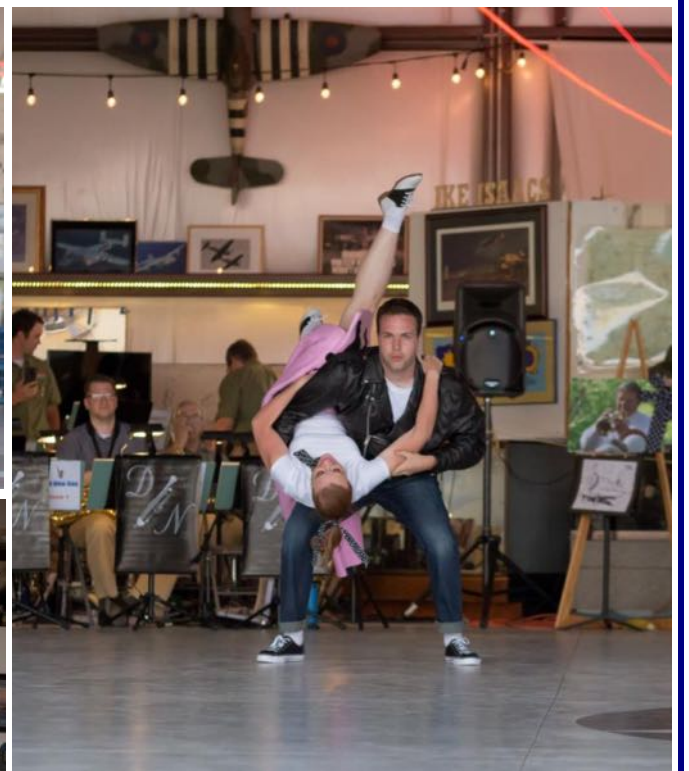
10—2018 Steeda Mustang

Driven by Shelene West



Victory Hangar Dance Highlights

Our second hangar dance of the season was a great follow-up to the first one in June. The Danny Newell Tribute Band was present again, complete with an Andrews' Sisters tribute. The dance featured two team performances and another solo performance. The dance in June is meant to represent a last dance before going off to war, and the August dance is meant to celebrate coming home after victory, and the prosperity that the US would experience in the decade after the war (hence the mix of a '50's theme).





The Battlin' Betties

The Utah Wing of the Commemorative Air Force is always appreciative of the ongoing support it receives. A godsend to our events this year The Battlin' Betties, who helped us out greatly during the car show and hangar dance, and helped gather donations for our Stearman restoration. They were so invaluable to us that we look forward to having them return for our events next year, and hopefully for years to come. In addition to our own cause, the Battlin' Betties are dedicated to supporting veterans of all conflicts. Below is their mission statement:



The Battlin' Betties are an organization of dedicated ladies who serve our nation's military, veterans, first responders and their families within each platoon's community.

The mission of our organization is to honor and serve our nation's military, veterans, first responders and their families by supporting and creating unique programs and events that will inspire our nation, foster patriotism, and raise awareness of post-traumatic stress disorder.

By dressing in 1940s and 1950s fashion we aspire to bring back patriotism our country fostered during that era. We're more than just "a pretty face". We are hard working spouses, veterans, first responders, caregivers and patriots with a passion to see that our nation's heroes are always honored and remembered.

Programs that we support in our organization include community outreach, PTSD and suicide awareness, retreat travel sponsorship, and 'Mended Hearts', a caregivers support program. From throwing birthday parties for our heroes, taking them homemade treats and gifts, hosting fundraisers or special events, to scrubbing headstones and laying wreaths, our volunteers go above and beyond to give back to our nation's heroes and their families. Our members are not just volunteers. We have created a lifelong bond with each other; we are friends and sisters. We are able to call upon each other when we are in need of help in our personal life, as a caregiver or even as individuals, enduring the struggles of PTSD or suicide, obstacles of being a caregiver and also be the biggest supporter a friend would need. We can depend that someone will be there to listen.

Veterans Project

There are many veterans out there whose stories remain untold. We would like to gather these stories and give them the awareness they deserve. We would also like to have as many veterans present as we can for all of our events. If you have information on any veterans, from World War II and beyond, please contact;

James Humpherys

Phone: (801) 928-6950

Email: James.A.Humpherys@gmail.com

Special Thanks to Our Sponsors

The Commemorative Air Force could not put on their events without the help and support of our sponsors. The organization is delighted to always receive such unyielding support from other members of the community.

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Volunteering with the Commemorative Air Force

We Need Your Help This Season!

Although most members of the CAF are licensed pilots, no special skills are required to volunteer with us. We have volunteers from every skill set and every walk of life. All members share a passion for history and a dedication to preserving it. The only requirement for volunteering is annual membership dues to the national organization and a smaller annual due to the Utah Wing. Volunteers who pay these dues can assist with our summer events and make greater contributions! Info regarding membership can be found on our website.

Commemorative Air Force-Utah Wing Information

The CAF Utah Wing Museum is located in Hangar 38D at the Russ McDonald Airfield, Heber City, UT. The museum will be open May 6--October 29, 10:00 AM to 4:00 PM, Saturdays and Sundays only.

Contact Information

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