

HEBER DISPATCH

July 2018

2018 Season Highlights

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Wing Information

We are about halfway through our fund raising season and thus far it has been very successful. We have been represented with our aircraft at two air shows and have been present for a few more. Our first hangar dance on June 9th was a smashing success. The dances in particular are continuing to grow from year to year and will continue to be a hit for the group as they grow even further. In addition to our events, we have hosted several groups for private tours of our museum, from car clubs to charter schools. The wing has also participated in flyovers for both Memorial Day and the 4th of July. The events will continue over the next month with another hangar dance and the Planes and Horsepower car show. The car show has also increased in popularity with each year, garnering interest from many car groups. Overall our effort is to raise awareness that our organization is out there, as well as inform people of our purpose. We hope to do this through flyovers and through presentations at air shows and car shows. Our events will continue to draw the crowds as well. This year was the sixth annual dance for the June dance and will be the third annual for the August dance. Hopefully as both reach their ten year mark they will gain the same notoriety as other big dances across the country, such as the Arizona Wing's Night in the 40's and the



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1940's Night in Boulder, Colorado. The car show, likewise, will hopefully become one of the state's premier car shows alongside Autorama, Peach Days, the Cache Valley Cruise In, and many more.

6th Annual Hangar Dance

June 9th

Our hangar dances continue to grow at an increasing rate each year! June 9th was a phenomenal night, with the same atmosphere of a bygone era brought back to life—vintage dress, the Danny Newell Tribute Band, our aircraft on display, and of course, the dancing. There were a few new additions this year that made the night not just a dance, but also a show. The audience got to enjoy two performances. A team sponsored by DF Dance Studio performed a number to Benny Goodman's *Sing, Sing, Sing*, and one solo couple performed to Glenn Miller's classic *In The Mood*. Both were a well-received addition, and the same is to be expected in future dances. DF Dance Studio also provided another quick swing lesson before the dance started. The great thing about our dance is that it appeals to all ages. While most are among the younger crowd who particularly enjoy the vintage dress, we also bring out many nearby veterans who love to reminisce at the start of the music. Everyone in between though enjoys it for their own reasons. There is definitely something about the romanticism of the era that appeals to everyone. More so than previous dances, the dance floor was full from the beginning of the dance up past the ending time at 10 PM, and could have easily gone past midnight. We love to see that enthusiasm, and in future dances we will be sure to keep bringing people back by delivering a great show.





Dancing Continues August 4th

The dancing will continue on August 4th with the second hangar dance. This dance will again feature a lesson by DF Dance Studio, live music by the Danny Newell Tribute Band, and two new performances (and maybe an encore from June 9th). Our aircraft will be on display along with a few vintage cars, as the dance immediately follows our 4th Annual Planes and Horsepower Car Show. The dance will follow up both the June 1940's night and the car show by incorporating a touch of 1950's culture. As a traditional August event, the second dance is meant to celebrate the victory of World War II and the prosperity following in the 1950's, where car culture in particular really flourished.

Museum Visits

Since opening on May 5th, several groups have come to the museum for an exclusive visit. We first had a muscle car group United Muscle Cars of Utah, who brought out 15-20 muscle cars for a personal tour of the museum. Many of these members will be participating in Planes and Horsepower in August, and were invited

on a personal tour before the show. Friday, May 18th, was a big day for the museum, with two large groups coming for exclusive tours. The Soldier Hollow Charter School brought out a group of 30 people, and the Wasatch Senior Center brought out a group of 20 that same day. Our museum volunteers are happy to host more groups like this for a personal tour.



Memorial Day Flyovers

The wing participated in several Memorial Day ceremonies with formation flyovers. The first was for the Orem City Cemetery, which hosts a special program every year including a guest speaker, a flag exchange ceremony by the American Legion Post 72, a 21 gun salute, and patriotic musical numbers. The second flyover was a missing man formation for the Park City Cemetery, which for the occasion memorialized those who lost their lives in the 1941 crash of a B-18 in the nearby Iron Mountain. The flyover was complemented with the unveiling of memorial plaques on the cemetery Memorial Wall for those who lost their lives in the crash. The last flyover of the day was over Midway Memorial Hill.



Ely Air Races

Ely, Nevada, June 13th-16th

New to the lineup of air shows and air races this year is the Ely Air Races. It is the first new air racing venue in 34 years in the western United States, and sets a record as the highest air race venue at an elevation of 6,258 feet. The Utah Wing of the Commemorative Air Force was also present with the Texan and SNJ. The four day event was complete with balloon and aircraft rides, live entertainment, car show, and military and other aircraft displays and demonstrations. The show is sanctioned by the International Formula One Pylon Racing,

Inc., which does the qualification for the Reno Air Races. Depending on its success, these air races are hoped to be an annual event.

Fire in the Sky Air Show

Rexburg, ID, June 16th

Members of the Utah Wing also attended the Legacy Flight Museum's Fire in the Sky air show hosted at the Rexburg Municipal Airport, where the museum is based. This is of course where the P-51 "Mormon Mustang" is based, and where it took to the skies for the show. That Mustang was once based here in Heber City, but upon changing ownership also changed locations to Rexburg. It will be returning to Heber City on August 4th as the headliner of our 4th Annual Planes and Horsepower Car Show. The air show also featured the P-51's "Ole Yeller", "Section Eight", and one of only two airworthy P-63 King Cobras in the world. Many of these planes also made an appearance at the Chino Air Show earlier in the year. The museum, like the Utah Wing, also has two T-6 Texans, a PT-17 Stearman, and has their own SNB-5 Beechcraft, Grumman S-2 Tracker, and two O-1 Bird Dogs, all of which put on a display on June 16th. This is a bi-annual air show that typically happens on the second Saturday of June, and is free to attend. The show usually ends with a four-ship formation with the three P-51's and the P-63, which even having seen several times, is always an impressive sight.



Warriors Over the Wasatch Air Show

Hill AFB, June 23rd-24th

The Utah Wing was once again represented at Hill AFB's bi-annual Warriors Over the Wasatch air show, alongside the Rocky Mountain Wing with their TBM Avenger 309 (last year's Planes and Horsepower headliner), and the Arizona Wing with their C-47 "Old Number 30". The Utah Wing represented with the T-6

Texan, PT-17 Stearman, and Yak. We were fairly successful with selling air show toys, badges, and other memorabilia. We always use the opportunity to promote the museum, sell rides, and promote the upcoming events.



The show typically features the US Air Force Thunderbirds, along with several military demonstrations. The base carries its part in World War II history, serving as a repair and overhaul depot for damaged aircraft. The base today is the very first base to receive the new F-35 Lightning II, and during the show made a very impressive demonstration of the F-35 with a four-ship demonstration of ground support. The bi-annual air show serves to honor the veterans of today and those of conflicts previous with an impressive display of air power.

July 4th Flyovers

The Utah Wing once again provided flyovers for the 4th of July for the Provo City parade and for the Stadium of Fire at BYU's LaVell Edwards Stadium.



4th Annual Planes and Horsepower Car Show

August 4th



An exciting announcement for Planes and Horsepower 2018! The P-51 known as the “Mormon Mustang” will be returning to Heber! This plane was the spotlight of our very first show in 2015, and has a long history which ties it to our airfield, having been based here from 1992 to 2006. It is now based in Rexburg, Idaho, with the Legacy Flight Museum, but every once in a while the prodigal son will return to Russ McDonald Airfield. This year, the Mormon Mustang will be featured as the spotlight plane for Planes and Horsepower. Car show registrants will be able to have a photo-op of their cars with the P-51 and of their choice of our T-6 Texan and/or our PT-17 Stearman. The Mustang was expected to bring out hordes of Ford Mustangs, but so far there has been such a wide variety of cars that have registered, from the classic 1927 Studebaker to the 1966 Ford Mustang to the 2017 Camaro SS. The previous years have grown to about 90 cars, which is about all we have room for with restricted airport space. This year will be expected to have the same turnout, with maybe a few more cars as we are able to accommodate.

Cars can be registered at <https://www.cafutahwing.org/car-show-registration.html>

PT-17 Stearman Drawing

Like last year, every car show entrant will again have a chance to win a complimentary 30 minute flight in our PT-17 Stearman biplane. This year, however, there will be THREE drawings for a Stearman flight. One will go to a random drawing for the car show registrants, one for the Best of Show Winner, and one drawing for a lucky car show patron. Some of the state's biggest car shows, such as the Cache Valley Cruise In, offer a chance to win a classic car. That is no doubt something to envy, but our show will offer a memory of a lifetime with a breathtaking, open-cockpit flight over Heber Valley. This year's show will also feature a much bigger display of military vehicles to complement both the cars and the planes. Previous years had one or two military jeeps on display, which added a very nice touch to the photo ops. This year will feature setups from the Freedom Military Vehicles Group, to include such vehicles as a 1941 M3 Scout Car, 1943 WC52 ¾ ton weapons carrier, and a 1944 M2A1 Half Track Car, among many others. Visitors of the show will have a chance to take tours of both the military vehicles and the aircraft throughout the day.

The Mormon Mustang and Roland Wright

The Mormon Mustang gets its namesake from the Mormon Mustang flown by Roland Wright. Lt. Wright was assigned to the 364th Fighter Squadron, 357th Fighter Group, based near Oxford, England. He flew three Mustangs, all of which were dubbed the “Mormon Mustang” and all of which bore the name on the left side

of the aircraft. Throughout the war he had three confirmed aerial victories, the most notable of which was an Me-262, the world's first production jet fighter whose top speed exceeded the P-51's by 120 MPH. After the war he would continue to serve a distinguished career with the US Air Force, retiring as brigadier general in 1976. The Utah Air National Guard honored him in 2014 by renaming their field as the Ronald R. Wright Air National Guard Base in Salt Lake City. Also in 2014, Ronald Wright was honored to take a flight in the back of the Mormon Mustang reproduction, and not a moment too soon before his passing in 2015.

World War II Pilot Training

September 9th-13th

Registrations are still open! The Utah Wing of the Commemorative Air Force, along with Historic Wendover Airfield, The United States Army Air Forces Historical Group, and the Arizona Ground Crew Living History Unit, Inc., is excited to announce that it will be holding a WWII Pilot Training Camp at the Historic Wendover Army Airfield. During your five nights and four days of training you will:



- Receive a Flight Suit and Pilots Log Book.
- Barracks accommodations for five nights.
- Three meals per day in the Mess Hall.
- Training materials
- Receive Ground School Training on all aspects of flying operations.
- Take Primary Flight Training in the PT-17 Stearman.
- Conduct Advanced Flight Training in the AT-6 Texan
- Air Cadets will be flying everyday during this condensed training course and upon completion will Graduate and earn their WINGS!

Enlist today at <http://www.planetreg.com/WWIIPilotTrainingCamp>

Sponsorship Rides

Sponsorship rides are still available this season! For a donation, we can take you up for a 30 minute flight around scenic Heber Valley. Whether your interest is in a scenic flight, to relive history, or to honor a veteran, we would love to give you this opportunity. Prices are \$275 for a 25 minute flight in the Stearman and \$375 for a 25 minute flight in the Texan or SNJ. A frequently asked question is whether flights have to be booked during special events. Sponsorship rides can be scheduled at any time of convenience throughout the flying season (May 5th-October 28th).



Stearman Restoration

The Stearman restoration is still ongoing, and should be complete by next flying season. It will be on display during Planes and Horsepower on August 4th. Donations to help us finish the project will be accepted and appreciated during the event. Stay tuned for further updates.



Planes of Fame/Photo of the Month

Chino, CA, May 5th-6th

Easily in the top five air shows in the country is the Planes of Fame Air Show in Chino, CA. With the recent legal battle behind the museum, the 2018 show was cleared to proceed, and certainly did not disappoint. Over 50 warbirds were gathered on the ramp, probably the largest collection of airworthy World War II aircraft since the war itself. This collection included four of the five remaining airworthy P-38 Lightnings, one of the three remaining airworthy P-63 King Cobras, the restored Dottie Mae and two other P-47 Thunderbolts, at least four P-40 Warhawks, and of course a large collection of P-51 Mustangs, among several others. The museum contains the largest collection of Japanese aircraft, among them being the only authentic airworthy Zero in the world, which was featured in the classic film *Tora! Tora! Tora!* The show began with a missing man formation by the four P-38's, which salutes those who have fallen in service. Following that were formation flybys by both P-38's, P-47's, and P-51's. The afternoon proceeded with a Pacific Theatre display, featuring the A6M Zero, F4U Corsair, TBM Avenger, and a F8F Bearcat. The Mustangs and Warhawks took to the skies, flying by in twos, resembling and bringing to life the air raids and dogfights which the planes saw in their day. The show concluded with the Heritage Flight, which honors those who have served and those who are currently serving in the US Air Force. This flight featured the P-38 Lightning of World War II fame, the F-86 which ruled the skies over Korea, and the A-10, which continues to provide close air support for the US Air Force.



The Air War Over Europe

A Brief Introduction

The last newsletter featured a spotlight of a veteran of Big Week (who has unfortunately passed away since being interviewed). His story was put into context with the bigger picture of the air war over Europe, where Big Week was intended to prompt the turning of the tides. Through the First World War and up until that point, air power in war was merely considered for forward observation, though proponents such as Billy Mitchell were keen to demonstrate its lethality as a weapon throughout the 1930's. At the onset of the Second World War, however, Hitler and Goering were prescient enough to see its advantages, and used it to terrifying effect in the invasion of Europe. The *Blitzkrieg*, or *Lightning War*, used air power against unsuspecting and unprepared opponents, and would allow the Germans to march as they pleased up until the infamous Battle of Britain. England, standing alone against Hitler, would defiantly hold off the German invasion of their home island with Spitfires and Hurricanes. The United States would enter the war over a year later, having only 145 Flying Fortresses and 11 Liberators in its arsenal (3,305 aircraft total) shortly before Pearl Harbor.

Through lessons of the First World War, through British espionage in the 1930's, and considering doctrine set forth by Billy Mitchell, it was determined that the path to victory was by destroying Germany's ability to wage war. That is, to go behind the lines to destroy factories, munitions, railroads, oil supplies, and above all, the Germans' will to fight (a lesson from World War I) in a total war. This would be accomplished by four-engine and two-engine bombers, which could in theory defend themselves against the formidable and new weapon of the German Luftwaffe. The British were developing this doctrine early in the war, soon to be joined by the Americans who would slowly begin to build their air forces and base them throughout England. The American bomber's assurance to accurate strategic bombing was the Norden bombsight, which for the day was a marvel of precision. The English yielded to prior experience in daylight bombing and elected to bomb at night without precision.

When put to practice, the theory of strategic bombing was not quite realized. In combat conditions the Norden bombsights were far less accurate than their ideal testing conditions revealed, and the effects of strategic bombing were minimized. In addition, the bombers, particularly the Americans in their daylight raids, proved unable to defend themselves adequately against German fighters. The earliest raids yielded unacceptable losses of bombers and of American lives. With raids such as Schweinfurt and Regensburg, as many as 60 bombers were lost in a single mission, yielding a 26% loss rate. And for these losses, the Germans were able to rebuild whatever damage they sustained and carry on with their production. Mounting losses brought the Allies to a point of reckoning, as bombing raids were temporary halted and Hitler retained his grasp on Fortress Europe.

In the initial stages of the air war the Americans had at their disposal a complement of fighter escorts; primarily the P-47 Thunderbolt and the P-38 Lightning. The British had their Spitfires and Hurricanes. These fighter escorts would accompany the bombers as far as they could into Europe. As soon as they had to turn back, however, the German Bf-109's and Fw-190's would pounce on the bombers. The bombing force would continue to sustain heavy losses in unprotected territory, and would suffer further at the hands of anti-aircraft fire. The unacceptable losses would continue to gather criticism. It was in 1943 and on into 1944 however that three factors began to turn the tides. Before this point the Luftwaffe ensured the Axis dominion over Europe; after that point the Luftwaffe was a non-entity as the Allies set foot on the beaches of Normandy. First was the introduction of new fighters, namely the P-51 Mustang on the American side. Second was a change in Allied doctrine. Third was the attrition rate of the Luftwaffe and the Allied campaigns such as Big Week that caused it.

The P-51 was borne of a British request for additional P-40's, but North American Aviation had grander ideas. What would become of their 102-day development was the P-51 Mustang, with the infamous laminar-flow wing that would reduce drag. The P-51A's with their Allison engines were found to have less than ideal high-

altitude performance. Thus entered the P-51B/C models, coupled with British Rolls-Royce Merlin engines and given enhanced range with internal fuel tanks added. With these additions the bombers now had an escort which could take them all the way to Berlin and back. The definitive version of the P-51, the D model, introduced a bubble canopy for increased visibility, increased armament from four to six 50-caliber wing-mounted guns, and was allowed even longer range with structural enhancements that allowed larger external fuel tanks. It was this version that gained its deserved iconic status for its role in the air war. The Allies' main adversaries over Fortress Europe were the Bf-109 and the Fw-190. Against the Mustang, the 190 particularly struggled in performance at the altitude of the bombers. Both the 109 and 190, however, were both affected in their airframe by armaments. Both German planes were tuned to attack bombers, whereas the P-51 was tuned to attack fighters. This gave superior maneuverability to the Mustang when going toe-to-toe against the German fighters. The Mustang's range and superiority to German fighters meant the bombers were escorted all the way to Berlin and back, reducing bomber losses. Herman Goering himself was on record as saying "When I saw Mustangs over Berlin, I knew the jig was up".

The introduction of the P-51 was introduced alongside a change in doctrine in the air war, which reduced losses even further and attributed to the Luftwaffe's downfall. In early 1944, Major General James Doolittle of Doolittle Raid fame was now commander of the 8th Air Force. Before his command, fighters were instructed to stay with the bomber formations all the way to their target and back. Upon taking command, General Doolittle changed the directive of the fighters to go after the Luftwaffe wherever they could be found, instead of staying in formation with the bombers. This was much to the consternation of the bomber crews, who were finally relieved to have an escort for the entirety of their missions. The fighters were instructed to take the fight to the Luftwaffe, flying ahead and either intercepting them on their way to the bombers or attacking them on the ground. This new doctrine of aggression was intended to prepare for the big invasion, Allied planners knowing how crucial the Luftwaffe would be and aiming to destroy it. Big Week was launched in February to provoke the Luftwaffe into a decisive battle, attacking both the fighter force and the production of new fighters.

The introduction of new fighters and new doctrine ultimately led to the attrition of the Luftwaffe, to the point that it was a non-entity in the Allied invasion of Europe. Superior fighters, changes in doctrine, and campaigns specifically targeting the Luftwaffe would all contribute to its downfall. Although German production did not decrease as a result of Allied bombing (it actually increased at various points), the Luftwaffe was faltering in other regards. Primarily among these were the pilots. The Americans had a superior number of pilots, in addition to their superior planes. The surplus of pilots on the American side allowed the luxury of longer and higher-quality training. German pilots on the other hand were being lost faster than they could be replaced, and those that remained were being exhausted by daily missions (sometimes flying three missions a day). To replace the alarming attrition of pilots, the Luftwaffe had to accelerate training programs, such that pilots were entering combat with far fewer flying hours than their American counterparts (same thing was happening in the Pacific Theater). So in combat, it wasn't just the planes that were superior, but also the pilots. With fewer and inferior planes, exhausted or inadequate pilots, and the fuel shortages contributing as well, the Luftwaffe that had terrified Europe over the last few years was a shadow of its former self by the time the Allies set foot on Normandy. Even the introduction of wonder weapons such as the Me-262 and the Me-163 could do little to turn the tide back in the Germans' favor. By the time the Allies set foot on Fortress Europe, they could move troops and tanks without being harassed by German fighters. The Germans, on the other hand, moved their air forces back in defense of the homeland, and their own tanks and troops would be constantly harassed by American P-47's and P-51's. World War II proved the essential need for air power in modern warfare, and the results of the war would result in the Air Force being separated as its own branch in 1947.

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

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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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www.cafutahwing.org

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