

HEBER DISPATCH

May 2017

Summer 2017 Event Updates

Museum Opens May 6th

Our museum will open for the season starting on Saturday, May 6th, and will remain open until Sunday, October 29th. Museum hours will be 10 AM to 4 PM, Saturday and Sunday. Patrons visiting the museum will be able to view our wide array of unique World War II artifacts and will be able to witness the restoration work progressing on our Stearman, N1387V. As patrons witness this effort they can be reminded of the Commemorative Air Force's mission to preserve military aviation history and can appreciate the dedication and hard work of our volunteers. Our museum sentries are well-versed in aviation history and will be able to answer any questions and even provide tours of the hangar. The hangar space is also available to rent for parties, receptions, photoshoots, or any other special event. Contact information for hangar reservations can be found on our website. Our T-6 Texan and SNJ will be open for sponsorship rides (soon to be joined by our Stearman) throughout the summer. The proceeds from our sponsorship rides are used to keep the aircraft preserved and in flying condition. If patrons time their visit right, they can view start-up and taxi of one of our planes.

Utah Military History Group

Anyone walking through our summer events will certainly notice several vintage military vehicles and reenactors in uniform, all seeming to come straight out of the 1940's. The Utah Military History Group collaborates with the Commemorative Air Force in all of our major events and shares our vision of bringing history to life. They will have numerous displays during both Bomber Week and the Planes and Horsepower Car Show. In their reenactments, they will often portray actual people who lived and served and can tell these peoples' stories. They are all well-versed on their uniforms and on World War II history in general, and can answer any questions.



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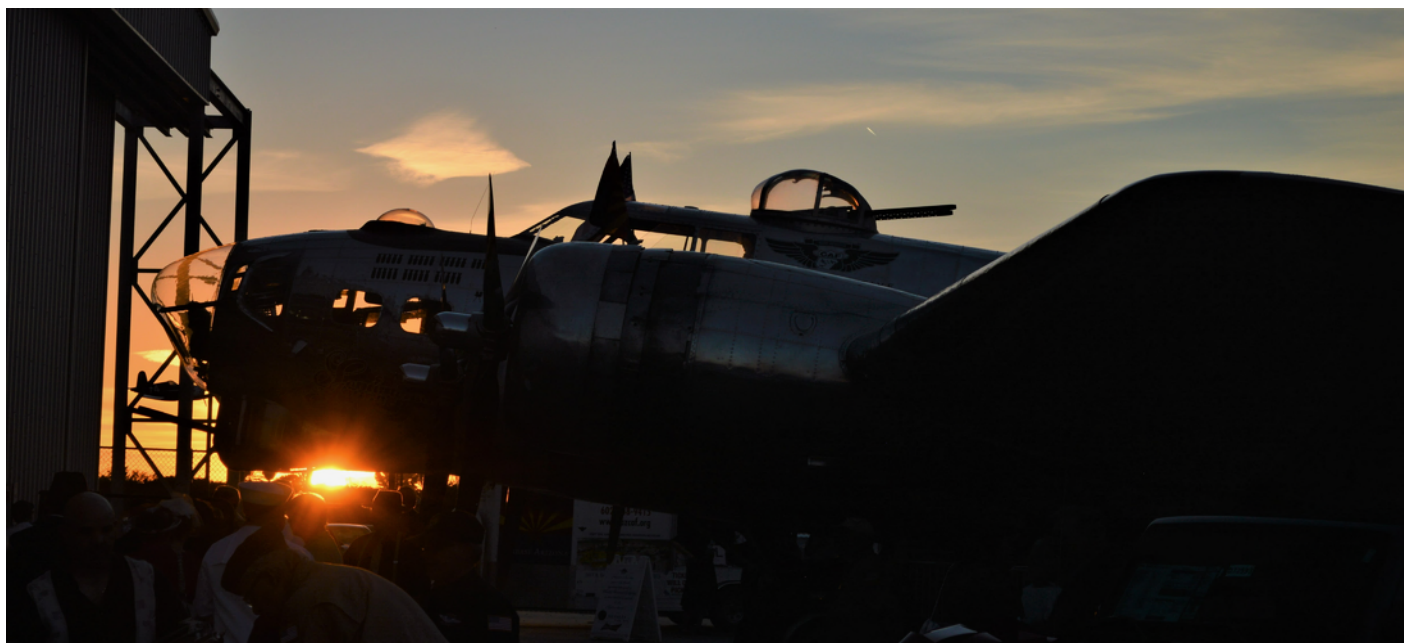
DF Dance Studio Partners with the Commemorative Air Force

Anyone who comes to our hangar dances but feels unsure about the basics of swing dancing will now have a dance instructor at their disposal! Our hangar dances this year will feature a special one-hour dance lesson by instructors from DF Dance Studio. Their instructors will be present throughout the night to teach anyone the basics and they may even put on a performance for the crowd! The studio is also hosting a six-week swing dance course in preparation for the big dance, teaching everything from swing and lindy to the jitterbug. Anyone who attends this class will surely be ready to show off a thing or two come June 9th. DF's instructor is Tyler Harding, who has been dancing for 11 years and is a current member of the BYU Ballroom Dance Company. Details for the class can be found in the link below.

<https://www.calendarwiz.com/calendars/popup.php?op=view&id=110394704&crd=dfdancestudio>

Hangar Dance Preview—A Night in the 40's

CAF Airbase Arizona, March 11, 2017



Those who say they were born in the wrong era are likely referring to the 1940's. There is something about the romanticism of this time that leaves every subsequent generation longing to be transported back. This yearning manifests itself in numerous swing dances and throwback nights across the country. On this particular night, the nostalgic mood is set to the backdrop of the setting Arizona sun. A row of aircraft glisten just as they would have glistened fresh off the line in the 1940's (these aircraft are the all too familiar Maid in the Shade and Sentimental Journey). Men and women both begin to appear in uniform and vintage 1940's dress, portraying the eager, the anxious, and the dutiful generation who would answer the call. Their eagerness to serve was not without the fear of uncertainty and of leaving their loved ones behind. A 1940's-style big band begins to play the Glenn Miller classics in the hangar—Moonlight Serenade, In the Mood, American Patrol, and many others. As the dancing begins, the atmosphere of the hangar gives a very reminiscent feel, as if this were the last moment to be shared between sweethearts who would soon be separated by the war. Through nights like this, we bring to life the human element of the sacrifices that were made by this generation. This is living history; not just learning and remembering it, but experiencing it. On June 9th, our hangar in Heber City will offer the same glimpse back in time. The Maid in the Shade, celebrating her 73rd birthday, will be lined up with our Stearman, Texan, and Harpoon. The old birds, the reenactors, the vintage dress, and the big band swing music will present the same aura as the 1940's come to life. We hope you can join us for this momentous evening.

Maid in the Shade Returns to Heber City

Bomber Week, June 2017

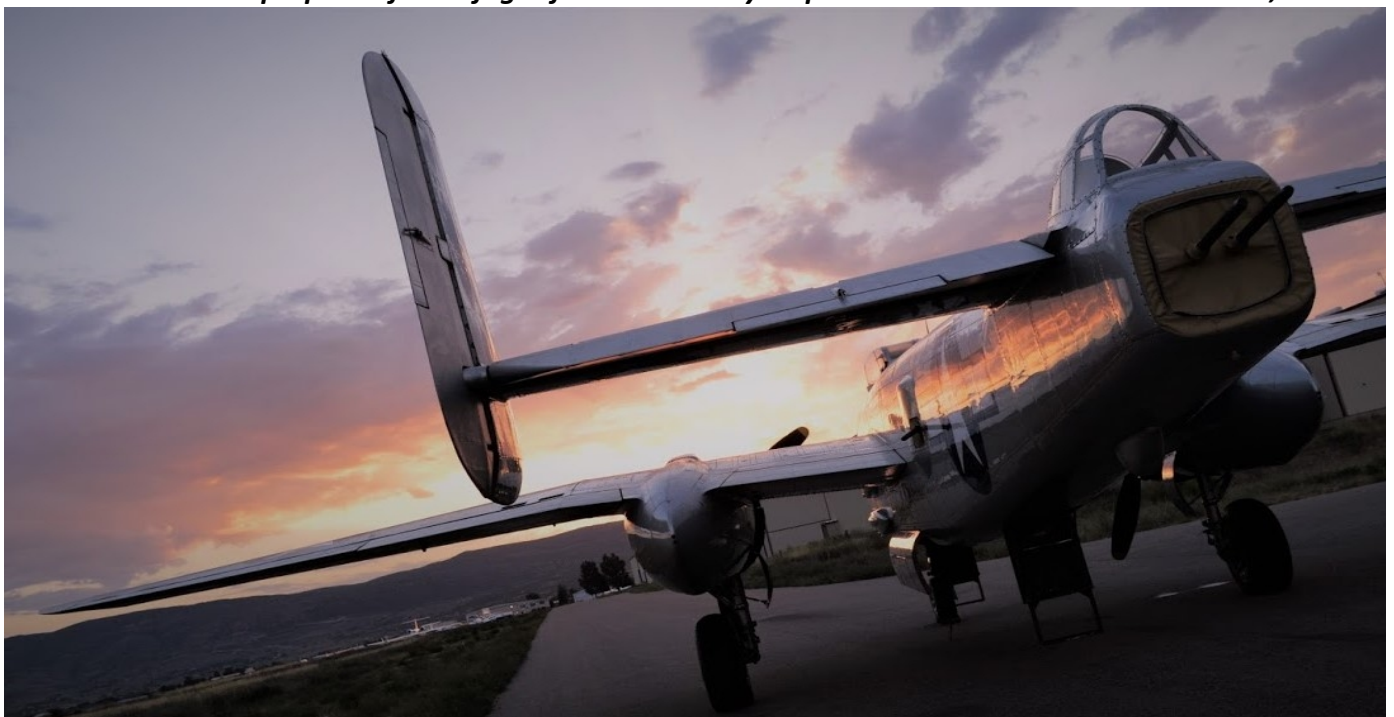
Heber Valley's skyline is familiar territory for the Maid in the Shade, she having been the poster child for several of the Utah Wing's previous Bomber Weeks. This year she will be returning to celebrate her 73rd birthday with us. This bird has had quite the journey over the last 73 years. She rolled off the line as a B-25J and was delivered to the U.S. Army Air Corps on June 9, 1944. She was born into the phase of the war where the tide had begun to turn heavily in the Allies' favor, with momentum really beginning to build in both theaters of the conflict. Just three days prior to her induction, the Allies had landed on Normandy and were establishing a beachhead on Fortress Europe. This was the impetus for Nazi Germany's ultimate demise. On the eastern front was the largest military confrontation in history, as the Red Army continued to push westward in the Belorussian Offensive. Likewise in the Pacific theater, the American expeditionary force was departing from Pearl Harbor for its capture of the Mariana Islands. Japan's Pacific defenses were beginning to crumble, proving unsustainable against Allied momentum.

By the fall of 1944, Maid in the Shade had found her way to the 319th Bomb Group, 437th Squadron at Serraggia Airbase, Corsica, where it was assigned Battle Number 18. She would take part in the offensive against Hitler's "soft underbelly", Churchill's adamant and obsessive plan to fight Hitler in Italy and southern France in conjunction with the Normandy invasion. The Maid in the Shade flew a total of 15 missions over Italy between November 4 and December 31, 1944. Its missions were typical of medium range bombers, in this case bombing bridges and railroads to impede Germany's southward reinforcement of the Italian peninsula. She received battle damage on more than one of her missions, which the ground crew can expound on.

In retirement years the old bird made her way to the Arizona Wing of the Commemorative Air Force, where restoration work started in 1981 and continued for nearly twenty-eight years. She was being restored alongside her sister, the B-17 Sentimental Journey, who also knows our skies very well. While the Maid in the Shade is here, she will be offering rides as part of the Arizona Wing's sponsorship program and will be open for tours.

Photo of the Month

Maid in the Shade is prepared for its flight from Heber City Airport to Hill Air Force Base—June 23, 2016



Flight in Maid in the Shade

This old B-25 had seen more tumultuous, and less certain days. In her youth she would have been lined up with her sisters on an airfield in Corsica, waiting to take off for Italy with a full load of bombs. She might not have come back on any one of these missions if the Axis had their way, but she did, fifteen times. Today, she's on the ramp alone, the rest of her squadron being lost to time, if not to the war itself. Her crew turns the props and conducts pre-flight checks in the brisk summer morning. The sun cresting over Heber Valley paints a vibrant aura of colors which reflects off Maid in the Shade's metallic skin. The light of a new day perhaps serves as a reminder that she has still another day to fly. Today's destination is not a flak-ridden Axis stronghold, intent on destroying her, but friendly Hill Air Force Base (known as Hill Field during the war). Her fifteen missions prior were ultimately to bring an end to Nazi tyranny. Her mission today, and her missions to follow, are to serve as a history lesson. She'll remind posterity of the greatest conflict in human history, so that it does not repeat itself.

With the turning and sputtering of the engines, the plane's history also comes to life. The distinct grumble of the radial engines, the runway taxi, the viewpoint from behind the pilots, all were the same backdrop for the crews of the B-25. Whether in the Pacific, England, Italy, or elsewhere, the thoughts, apprehensions, and fears of the men who shared this seat ran through the imagination. Having never been there personally, one can only imagine what they contemplated. Perhaps there were thoughts of home and family, thoughts of what you were fighting for, thoughts of your fellow crew members, or even the ominous thoughts of not making it back. One could ask these questions to surviving B-25 crew-members today.

The B-25 took flight and proceeded at low altitude over Jordanelle Reservoir before flying over Park City. The flight path over the reservoir brought to the imagination low-altitude strafing runs made by B-25's against Japanese naval vessels, or even the Doolittle Raiders' white-knuckle stretch for China. Continuing to fly low over the Wasatch mountains must have been somewhat similar to the Doolittle Raid after striking Tokyo, where the B-25's flew at low altitude over Japan's mountainous terrain to avoid detection. From here Salt Lake City was visible off to the left, the Utah capital lay just south of several oil refineries. These and other industrial hubs were common targets for the B-25, their destruction critical to halting the Axis war machines. The plane finally came in to Hill Field, which received numerous bombers and fighters during the war for battle damage repair. Thankfully, such repair was not necessary today.

It is one thing to read of the stories, but it is another thing entirely to live them. This experience of sitting in their seat, imagining their thoughts, and flying in their aircraft, will be made available to anyone who opts for a sponsorship ride. Throughout the week of June 5-12, Maid in the Shade will be offering this experience around Heber Valley.

Short History--The Doolittle Raid

April 18, 1942

Japan was the Empire of the Rising Sun, their dominion over Asia and the Pacific being endowed by the divine wind. By 1942, more and more of China and southeast Asia were falling under the imperial flag. The United States, Japan's largest threat, was reeling after being caught surprised at Pearl Harbor and subsequently losing Wake Island, the Marianas, and the Philippines. The Japanese home islands were now protected by a ring of defenses in the Pacific, boasted of as impenetrable. The empire assured its people that their home islands would never be touched. Across the Pacific, demoralized citizens of the United States were broiling in fear and outrage. A country smaller than California that had not been merited respect had caught the proud US Pacific fleet completely flat-footed. And the tide was continuing to favor the Japanese. The US was left wondering how this could have happened. The American people were in need of a morale boost, and this could only be done, President Roosevelt believed, with a direct retaliatory strike on Japan. The plan to launch bombers from an aircraft carrier was conceived by Navy Captain Francis Low, an Assistant Chief of Staff reporting to Admiral Ernest J. King. The specifics of the operation ultimately fell on Colonel

Jimmy Doolittle, who before the war garnered fame as a test pilot and aeronautical engineer. Launching an Army bomber off of a carrier deck in the Pacific required a range of 2,400 nautical miles with a 2,000 pound payload. Doolittle chose the B-25 Mitchell to carry out the mission, modified for range. It was chosen over several other aircraft such as the B-18 and B-23 for its superior flight characteristics and smaller space requirements suitable for a carrier deck. The original plan called for twenty B-25's, which was reduced down to sixteen. Each bomber would be operated by five crewmen, all eighty participants being volunteers from the 17th Bomb Group. The unit, based in Oregon for antisubmarine patrols, was most experienced with the B-25. After aircraft modifications took place in Minnesota, the crews and their planes moved to Eglin Field in Florida for carrier launch training. For secrecy, none of the volunteers were told exactly what they were volunteering and training for. It was only after the USS Hornet departed San Francisco bay with the men and their B-25's that they were told they would be bombing the Japanese home islands. The plan was to launch the B-25's about 480 nautical miles from Japan, bomb various industrial sites, and land in forward bases in China. Landing in the Soviet Union would have meant a shorter flight, but that plan was complicated by the Soviets' neutrality pact with Japan.

The mission was in certain instances plagued by misfortune and in others seemingly blessed by providence. The task force underway was spotted by a Japanese patrol boat 650 nautical miles from Japan. With a message relayed, the main island was alerted to the fleet's presence, 170 nautical miles before the planned launch. It was decided by Doolittle to launch despite the far range. Although the carrier was pitching roughly over the waves, all sixteen B-25's managed to take off of the Hornet's deck without incident. The bombers would be cutting it close with the range, but they were providentially carried the entire way by a tailwind. Six hours after launch, the B-25's arrived over Japan and dropped their four 500-pound ordnance over military and industrial targets in Tokyo, Yokosuka, Nagoya, Kobe, and Osaka. The bombers sustained very little damage over their runs, mainly due to surprise. The Japanese, military and civilian alike, simply were not expecting American bombers to fly over their capital. They were told it would never happen. This perhaps was another blessing for the bombers, for had they been expected then they might have faced more fierce resistance.

With bombs away, the B-25's proceeded at low altitude over the mountainous terrain of Japan and continued on to China. One of the planes, critically low on fuel, headed for the Soviet Union. The crew and the plane were interned for just over a year. The conditions were worsening as night was falling and the weather was deteriorating. This left the crews with very few options. The remaining crews either crash-landed or bailed out over Japanese-occupied areas of China. The forward bases didn't pan out due to numerous miscommunications between Chinese forces and the US task force. None of the eighty crew-members were killed by Japanese fire on the raid, but one was killed while bailing out over China. Eight of the men were captured by the Japanese, three of whom would later be executed. The rest of the crewmen were hidden and returned to friendly forces with the aid of Chinese guerillas and civilians (many of whom would pay dearly in Japanese retributions).

Strategically speaking, the raid made a very minor impact. Whatever was destroyed by the bombs was repaired fairly quickly. Much like Pearl Harbor though, the impact of value was primarily psychological. In both attacks, proud nations who underestimated their enemy were caught off guard, a rather demoralizing effect. The Doolittle Raid served its purpose well in retribution for Pearl Harbor. The Japanese panicked in their propaganda disaster. The bombs did little damage, but the fact by itself that American bombers were in Japanese skies was an embarrassment. Their doubled efforts to protect the home islands had a domino effect which ultimately lead to a turning of the tide. The influx of communications as Japanese naval vessels moved from the western Pacific to the east led to the cracking of the Japanese secret codes. This in turn allowed the US to lie in wait for the Japanese at the engagement of Midway, where four of their precious aircraft carriers were lost. For the immense value of this mission, and for the rousing effect it had on American morale, Jimmy Doolittle was awarded the Congressional Medal of Honor. He initially considered the mission a failure, standing beside his destroyed B-25 in the Chinese countryside. Having lost all of his B-

25's, he was certain he would be facing court-martial. Even when he was notified that he would be receiving the Medal of Honor, he continued to resist and downplay his role. The top brass in Washington of course immediately recognized the value that his daring raid had both for the Japanese and for the American people.

Book/Documentary/Movie Recommendations

"I Could Never Be So Lucky Again", by Jimmy Doolittle and Carroll V. Glines

"Calculated Risk: The Extraordinary Life of Jimmy Doolittle—Aviation Pioneer and World War II Hero", by Jonna Doolittle Hoppes

Thirty Seconds Over Tokyo (1944)

Meeting Dick Cole, the Last Surviving Doolittle Raider



Of the eighty men who volunteered for the Doolittle Raid, only one remains alive as of 2017—the centenarian Dick Cole. In August of 2016, he made a special appearance at Warbirds Over Utah. He served as copilot to Jimmy Doolittle on the infamous raid, and during his visit told of his experience and of his recollections of Jimmy Doolittle. When he bailed out over China he had the fortune of landing in a tree. Being concealed from Japanese patrols, he decided to spend the night where he had landed. The next day he headed westward over rough terrain and eventually encountered Chinese Nationalist guerrillas.

These same guerrillas had earlier found and apprehended Doolittle, and their entire crew was eventually reunited. Over the next few days they were guided back behind uncontrolled Chinese territory, and eventually flown to the capital of Chungking. After the Doolittle Raid, Cole spent a good portion of the war flying cargo "Over the Hump" in the China-Burma-India theater. Meeting this man was truly a unique and an ever dwindling opportunity.

Stearman Update



Work on the Stearman continues to be slow but steady. Over the last month, control cables and various other components have been reinstalled in the frame. Almost all components have been cleaned, blasted, and repainted.

Volunteer and Sponsorship Spotlight

Thayne Harbaugh and Adobe



The Utah Wing is fortunate to have so many passionate volunteers. Each member of the organization is dedicated to the cause and donates their precious time and effort. One such exemplary volunteer is Thayne Harbaugh, who in addition to his hard work brings with him a sponsorship from Adobe. Adobe encourages community involvement by matching its employees' contributions to 501(c)(3) non-profits, such as the Commemorative Air Force. To match Thayne's invaluable contribution to the organization, Adobe has donated a total of \$6,000 to the Utah Wing of the CAF. Thayne has been heavily involved in every effort that the Utah Wing undertakes, from the aircraft restorations to working dawn to dusk to make our events run smoothly. His tireless efforts set a standard for other volunteers within the organization. Thayne likes to see that his efforts are making a difference in a cause he is passionate about, and that the value of his contribution is matched in dollars that will keep the aircraft flying.

Volunteering with the Commemorative Air Force

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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