

HEBER DISPATCH

April 2018

2018 Season Preview

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Wing Information

Exciting news from the Utah Wing of the Commemorative Air Force! Another season of flying and fundraising is coming together. This season promises to have all the attractions that have made previous years great, with a few new additions. Our fundraising efforts as always endeavor to keep our aircraft flying, but also to preserve the history and the time that the aircraft came from. The museum opens for the season on May 5th and will remain open until October 28th. Visiting hours are every Friday through Sunday, 10 AM to 4 PM. Volunteers will be on duty during those hours to provide tours and answer any questions. All of our passionate volunteers are well-versed on the aircraft and on World War II history and can answer any questions. Visitors can also see the progress of our restoration of the PT-17 Stearman N1387V, which is still ongoing. The museum is also open for special event rentals (see information at the end of the newsletter). Our events promise to be memorable for any and all ages, from children who want to see the aircraft, to the WWII veterans who reminisce as the younger generations and the big band bring the 1940's dances back to life. Whatever the event, there is sure to be something fulfilling for everyone. Through our efforts we will honor veterans, preserve history, carry on a classic era, and we will have a memorable time doing it.



COMMEMORATIVE
AIR FORCE
UTAH WING



Museum Opens May 5th



To kick off the 2018 season, we will be opening up our hangar for a special occasion on May 5th. Our aircraft will be parked on the ramp for tours and walk-arounds. Subject matter experts will be on site to answer any questions about the aircraft. This will be an excellent opportunity to learn about the upcoming summer events, to book sponsorship rides, and to bring out and meet veterans.

6th Annual Hangar Dance

June 9th



Those who yearn for perhaps the most romanticized era in American history can go back in time at our hangar dances. In the 1940's, young boys were being shipped off to a terrible war overseas, leaving loved ones behind. The times were turbulent, but Americans were never without their pastimes. A staple of American culture was the big band and the swing dances. Americans had the luxury of escaping the war with a dance to the sounds of Glenn Miller, Benny Goodman, Nat King Cole, and many others. These dances would eventually carry themselves over to England, as the bomber boys were on weekend leave in London. Our hangar dances serve to provide that same atmosphere, to escape from our own day-to-day toils into the romantic era of the 1940's. On the night of June 9th, the Danny Newell Tribute Band will play such hits as *Moonlight Serenade*, *In the Mood*, *Sing, Sing, Sing*, and many others. The iconic imagery of the 1940's will come to life in the atmosphere. Vintage dress is not required, but is highly encouraged. A favorite part of the dances is an opportunity for those in vintage dress to get their picture taken in front of our aircraft. A quick

swing dance lesson will be provided at 6 PM for those who need to learn a step or two. The dance will go on until 10 PM.

Warriors Over the Wasatch Air Show, Hill Air Force Base

June 23rd-24th



On a bi-annual occasion, Hill Air Force Base in Ogden, Utah, puts on an impressive air show known as Warriors Over the Wasatch. 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. It was also a recipient of numerous aircraft who were moved from the west coast as a precaution after Pearl Harbor. To this day, it serves as one of the Air Force's major overhaul depots, and is one of the largest employers in the state of Utah (employing roughly 24,000). It was one of the first two bases to receive the advanced F-16 in 1980, and is one of the first two bases also to receive the new F-35 Lightning II. The base will continue to hold its place in the future of American air power. The bi-annual air show serves to honor the veterans of today and those of conflicts previous with an impressive display of air power. The show will include demonstrations by A-10 Thunderbolts, F-35 Lightnings, the Heritage Flight, and of course the Thunderbird demonstration team of F-16's. The Utah Wing of the Commemorative Air Force will be present in the show as well, with our aircraft on display.

Planes and Horsepower Car Show

August 4th



One of Utah's most unique and premier car shows will be returning on August 4th. Previous years' shows spotlighted the TBM Avenger, PV-2 Harpoon, and the P-51 "Mormon Mustang". Planes and Horsepower 2017 featured the Rocky Mountain Wing's TBM Avenger, and featured 34 photo ops. Likewise this year, car show entrants will be able to have a photo op of their car with two or three World War II aircraft, to include our wing's PT-17 Stearman, T-6 Texan, SNJ, and one spotlight plane making a special guest appearance. The headlining plane will be announced in the next newsletter. Like last year, every car show entrant will again have a chance to win a complementary 30 minute flight in our PT-17 Stearman biplane. 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. New this year though, we will be giving an opportunity to fly in the Stearman to not just one, but three patrons of the show: one drawing from the car show entries, Best of Show winner, and one regular patron. 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.

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

Vintage Hangar Hop

August 4th



Like the 1940's, the 1950's had its own unique culture that to this day also elicits a feeling of nostalgia. The war was over, and among many things that became icons of Americana were car culture, 1950's rock and roll, and the swing and jive dancing that came with it. To follow suit with our June 1940's hangar dance, the Vintage Hangar Hop immediately following the Planes and Horsepower Car Show will feature dress, music, and dancing from both the 1940's and 1950's, altogether to bring an atmosphere of such a rich era of American culture. The Danny Newell Tribute Band will make another appearance as they play hits ranging from Glenn Miller in the 1940's to Bill Haley and Elvis in the 1950's. The dance will again kick off with a short dance lesson provided by DF Dance Studio at 6 PM for those who need to learn a step or two.

World War II Pilot Training

September 9th-13th

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 will once again be available during the flying season. It is one thing to read about history

and to meet the men who flew the plane. It really complements the experience to actually take a flight in the plane that was in service during the war. Apart from the history, the open-cockpit views out of our Stearman offer the best views of Heber Valley. You may take a flight yourself or book a flight for a veteran who may once again fly in the planes that they trained in. 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—Stay Tuned for Updates This Season



Big Week from the Ball Turret

Interview with a B-17 Veteran



Like so many of my generation, there is a sense of urgency to preserve surviving testaments of the Second World War. For generations to come, World War II can only be observed through text and documentation. For the time-being, there are still many who lived, fought, and played their part in the greatest conflict in human history, and who can tell you about it themselves. With the hour glass compelling me, I have seized the opportunity to speak to living history. Veterans who saw the flag raising on Iwo Jima, engineers who worked on the Manhattan Project, and flyboys who took to the skies at just 20 years old, all have told me their stories as they have been willing. Their stories can put you into the Second World War in a way that the history books cannot. This particular veteran's story bears the tropes and trademarks of a B-17 crewmember over Fortress Europe, and of a family man taken from the comforts of his home to answer the call. My latest interview brings me to the small town of St. Johns, Arizona, a small power-plant town in the overlooked sagebrush-covered landscape of east Arizona. The population hasn't changed much since the war, to their satisfaction. In the 1930's and 1940's, the town was home to a dance hall which hosted numerous dances for all of the surrounding towns, similar to our own hangar dances. A frequent attendee of these dances was a young Delbert Lambson, who at 17 would meet his future wife there on his breaks from hauling ammunition in Gallup, New Mexico. In 2017 he resides there in a small home on the outskirts of town. My brother introduces me to him, reminding me with a brief synopsis of his story. Having already written one book on his experience, he is interrupted on his second book by our visit. His recounting of the war is a varied preference between each veteran, some feeling the need to share it, and others being reluctant to even share with family members until the very end, if at all. For a man in his mid-90's, he is spry and fairly mobile, sitting across from my brother and I as we can't help but look into his glass eye. I mention that I am an engineer for the Air Force, perhaps to give myself some merit in the same attempt to break the ice. I also mention that I am with the Commemorative Air Force, and so far have logged two flights in a B-17 and two flights in a B-25.

"From what I understand the B-17 was a rugged aircraft, capable of getting a lot of airmen back home". --"Oh yeah", he reflects. "Flew 19 missions in 'Betty Boop, the Pistol Packin' Mama".

"I've read your book and I understand you had quite a unique experience in World War II". Like other interviewees, it only takes a few questions to get him rolling.

--"Five missions as the tail gunner, at which point I was switched to the ball turret".

"I've heard stories about the ball turret. Not the most desirable spot to be in the B-17. You couldn't even have your parachute in the turret with you".

--"Oh yes, if the aircraft was going down the ball turret gunner had slim chances. He was likely gonna go down with his aircraft". At this point I chime in more than I need to, and he proceeds to tell his story without much further interruption.

His experience is much like that of many families in pre-war America. Eight brothers and three sisters, everyone doing their part to make it through the Great Depression. His father ran the dance hall until he was immobilized from a car accident. As war was brewing overseas, his mind was occupied with other things. He met his future sweetheart at the town dance, and not long after he drove to her house in his 1936 Ford sedan to propose, much to the parents' consternation of having such young newlyweds. They would get married and would buy a house. As war was brewing overseas, Delbert and his wife soon found that they were expecting.

"What were your impressions of Hitler and even of Japan as you heard about things going on around the world? Did you ever think that it would affect you?"

The shock of Pearl Harbor hit this family as it did every family in the nation, and soon, two of Delbert's older brothers were called into service. With a total of nine boys, a heavy mind and heart no doubt plagued Delbert's mother. On Thanksgiving Day 1942, the family received notice that Delbert was to follow his older brothers into duty. He left behind an expecting wife to join the army, and was soon assigned gunnery training.

"Did you choose to go into the Air Corps"? (US Army Air Corps, precursor to the Air Force).

--"I was drafted, so I went where I was told, and at that time, they needed aerial gunners".

Delbert would complete various training going from Washington, to Vegas, then to Kansas. He was allowed leave to go home for the delivery of his firstborn child before being shipped off to England aboard the Queen Elizabeth. In Kansas he was assigned a crew, which would fly with him for those 19 missions. He was assigned the 390th Bomb Group, based in Suffolk. There, they would be introduced to "Betty Boop The Pistol Packin' Mama".

--"She had already gone through one crew. They had completed their 25 missions and were sent home, and we were the new crew to take over".

This was in December 1943, when the air war over Europe was beginning to grab a foothold. The Memphis Belle and the Hells Angels were the first B-17's to complete 25 missions earlier that year, and were used for publicity against those who argued that the air war was ineffective and unnecessarily costly. At this point, more bomber crews were reaching 25 missions, although the chance for an individual reaching 25 was still very slim. Upon their arrival, the Nissen hut they would be staying in was vacated by a previous crew who failed to return to base after a mission. This happened quite often, and the thought of that same thing happening to you were in the back of your mind, though you tried not to dwell on them.

A few months prior, the Schweinfurt—Regensburg missions made notoriety for their unacceptable losses. Hitler still had a firm hold on Fortress Europe, as relentless as the round-the-clock Allied bombing campaign was. The B-17's were originally thought to be defensible by themselves against German fighters, but early attrition in the campaign proved otherwise. Fighter escorts were needed, but at this point in the war the fighter arsenal could only reach so far into Germany. This meant that for a distance the bombers had to go it alone against the German Luftwaffe. By the time Delbert was flying missions, the Americans had introduced the P-38 and later the P-51 Mustang, which could escort the bombers all the way into Germany and back.

"Do you have any memories in particular that stand out during any of your missions?" Questions like these always have to be articulated delicately, if they should be asked at all.

Their first bombing missions would take them over submarine pens on the coast of Germany, over Paris at

lower altitude, and then deeper into Germany. They started to rack up missions and creep close to 25 within a very short span. From the ball turret he saw Me-109's and FW-190's, who would attack out the sun, straight on, from above, and many times below. He encountered flak as well, against which there was no defense besides luck. On more than one occasion, Delbert witnessed the complete disintegration of a neighboring bomber, a magnificent explosion that always resulted from a direct flak hit on a fully loaded bomber. On one mission, the other bomber crew who shared quarters with them never returned. This was expected to happen, but the crews flew on, careful not to weigh their minds too heavily on it.

--"The *Pistol Packin' Mama*, she was starting to show signs of aging. At one point she was not cleared to fly, but she was taken up and tested at 12,000 feet, without a bomb load, without a full fuel load, and without the full crew, and someone passed her off to fly. They needed her for what they called the *Big Week*. The invasion was coming, and they needed every bomber available to bomb the door open".

Big Week

At this point in the aerial campaign, both sides were learning from previous encounters. The Schweinfurt and Regensburg missions were considerably costly, and the Allies had learned not to prowl into enemy territory without fighter escort. The Germans decided to heavily arm their planes, and pull a number of them to rear areas in Germany to reduce losses and at the same time better defend their home turf. With the introduction of advanced fighters such as the P-51, the Allied strategy was to attack the fighter factories. The gambit for the Germans was to lose fighter production, or lose fighters protecting it. There was also an overall transition in strategy earlier in the campaign, where Jimmy Doolittle changed the directive for fighters by enabling them to leave bomber formations to attack fighters aggressively, much to the disapproval of the bomber crews. This aggressive strategy was taking its toll on the Luftwaffe.

Although production of German aircraft would actually increase following Big Week, it was the loss of precious pilots that was crucial. American planes and pilots were replaced as fast as they were lost, but Germany, fighting a particularly costly battle on the Eastern Front already, could not replace pilots as fast as they could airplanes. German pilots were turned over for defense as soon as the bombers came back, while American pilots were allowed weekend leave in Britain and were permitted state side once 25 missions were accomplished. This deteriorated the fighting strength of the pilots remaining. To fill the void, training on the German side had to be abbreviated, which compromised the skill of the fighting force even further. Big Week ultimately did little strategically in bringing a halt to fighter production, but it did incur unacceptable losses in fighters and manpower. By D-Day, the Luftwaffe was a considerably reduced threat, thanks to the contribution of Big Week.

It was during this week that Delbert was customarily awakened at 3:30 AM for a breakfast of bacon and eggs, after which he and his crew would be introduced to the mystery map behind a curtain that would detail their mission for the day. The target on this particular day, Regensburg, the site of attrition just a few months prior. "What were you after in particular in Regensburg that was critical to the success of the invasion?"

--"The ME-109's. That is where they were being manufactured. We would either bomb their factories or shoot them down trying. We needed to knock them out for the invasion".

This would be one of the first campaigns of Big Week. It was known by the crews at the time that the big invasion was coming, apparent by the increasing missions. For this particular campaign, the bombers would be used as a pawn against the German fighter force. The *Pistol Packin' Mama*, with questionable flying status, sure enough showed signs of trouble upon entering Europe. Many bombers had to turn back over the channel due to mechanical issues, but for the *Pistol Packin' Mama*, her troubles delivered the misfortune of not manifesting themselves until they were over Fortress Europe. Unable to keep up with one inoperable engine, they had to make the decision to drop out of formation and return to England. This was the nightmare for a crew and the dream for the Luftwaffe. A lone bomber flying unescorted was easy prey, and if she were permitted home, she would return to harass Germany another day.

--"Three o'clock low, they were spotted. A whole squadron. I was hoping they were friendly P-51's coming to our aid, but they were ME-109's. They liked to attack from three o'clock low, because from there they were

just out of reach of the tail gunner, the waist gunners, the top turret, all except for the ball turret". Delbert exchanged fire with one of the oncoming -109's, which ended in a few bright flashes and a slight disorientation. He has been telling me his story as I look into his glass eye, and at this point I make the connection. Coming to with searing pain, he had no choice but to force himself up into the belly of the B-17. He realized in the process that he had been shot up his entire left side--leg, shoulder, and eye. He had to force himself out of the turret with his good arm. Much to his surprise, he was met by a completely absent crew upon managing to crawl into the aircraft. Both waist gunner 50 caliber guns dangled without a user in the howling wind. Struggling to fasten his parachute, he realized his radio operator was still in the aircraft, firing at nothing in particular. After forcing the crewmate out, he was then forced out of the bomber himself by an explosion. The *Pistol Packin' Mama* had finally succumbed to the Luftwaffe.

"Do you know how many of your crew survived?"

--"Oh yes...the tail gunner never made it. I was going to check up on him before leaving the plane, but I had the prompting that it was too late and there was no time (it was confirmed by his downed crewmembers later that the tail gunner did not survive). Our pilot also, didn't make it. He stayed with the aircraft until he was certain everyone had gotten out, but he would never make it out of that explosion".

They were over France, that much Delbert knew. After free fall he pulled his chute, losing consciousness soon afterward due to loss of blood.

--"I pulled my chute late because I knew I had lost so much blood, and wanted to spend as little time in the air as possible. I needed to get down fast".

When airmen were downed over Germany, they were lucky to be met by German soldiers. The alternative to being sent off to interrogation and a POW camp was to be grabbed and lynched by angry German civilians. Coming down over France, they'd be lucky to come into the hands of the French underground, who at the risk of their lives would provide cover and return Allied airmen to England. This was not Delbert's given hand though, who having been injured couldn't have gotten anywhere fast anyways. When he came to, he was met by the business end of a dozen German barrels.

--"They just stood there and stared at me, and waited for me to bleed to death. And I thought I was so far gone that I didn't care at that point. But some brown-haired French girl pushed them aside and came and gave me aid. That girl was a godsend. Had she not shown up I would have just sat there under those Germans and bled to death".

"Were you taken prisoner right away" My questions are much more sparse now that he is into his story. Due to his injuries he could not be taken directly as a prisoner of war. He came to once again inside a hospital, under the observation of a German nurse.

--"Where am I? How long have I been here?" "You have been here for eight days. Lie still American, you are very sick", replied the nurse.

The ME-109 attack had left shrapnel in his left eye, which had lost sight completely and was soon causing his right eye to follow. The nurse said his good eye seemed to be sympathizing with the bad one, and to preserve the good one they would have to operate. He was given a glass eye, a privilege typically not afforded to prisoners of war. His eyesight returned and would remain in his right eye. Over time he became good friends with this nurse as she returned him to good health. In her place one day stood a visibly agitated doctor, pacing back and forth in front of Delbert.

--"We bring you to our hospital, we give you the best we have to give", the angry doctor says.

--"What do you mean?", Delbert musters.

--"She was killed on her way to visit family in Germany. Her rail car was attacked by American planes". Delbert was heartbroken to receive this news. He had made a connection with this nurse over time. After flying 19 missions over Germany he was now being exposed firsthand to the receiving end of the Allied air campaign. When he was well enough, he was transported to Frankfurt and then through Berlin for interrogation. He had been out of the action for a while, but the Germans still thought that perhaps they could still glean information from him regarding the invasion. By this time D-Day had begun, as he had found out from other

prisoners and from increased air raids throughout his journey through Europe (even falling under attack himself by P-47's). The interrogators of Delbert and the other airmen typically knew their name, their family back home, their bomb group, and some of the missions they flew, much to their surprise. Delbert and his comrades were only obligated to give name, rank, and serial number, in accordance with the Geneva Convention, and that was what Delbert did.

After the interrogation, he was transported to Stalag Luft IV, where he and thousands of other aviators were to remain for much of the remainder of the war. The prison guards were at times brutal, and every day the prisoners were to remain in their bunkers from 4 PM until 8 AM, with nothing but their thoughts of home, very little correspondence, and very little in the way of food or comfort.

"What was a day like in those camps?"

--"Absolute emptiness...loneliness. Oh how I yearned for my baby, my sweetheart back home. My brothers were sent off to the Pacific. I had no idea of their whereabouts. Both of them could have been dead for all I knew."

"Did anyone back home know anything about you"?

--"They received a telegram that I was missing in action, didn't know anything beyond that. One day, I finally received a small telegram from them. I think I gained a pound of fat just from the happiness that brought me".

In the waning months of the war, booming sounds could be heard faintly in the distance. Very little info could be obtained regarding the advance of the D-Day invasion, except by mum exchange with new prisoners. The faint sounds from the east, however, indicated that the Red Army was advancing, and would soon be at their doorstep.

--"How much do you know about the death marches?" Delbert begins. My brother and I both nod our heads and acknowledge that we've heard quite a bit.

--"Well I'll tell you about them anyways. Everything you hear about the war soon will be secondhand. This is your chance to hear it all firsthand".

"That's precisely why I'm here", I remark.

Typical of many POW camps, Delbert and his fellow 5,000 prisoners were ordered on a death march west to flee the Red Army. This was in February-March 1945, and conditions were horrible for malnourished prisoners on a forced march.

--"About 2,000 died along our march, due to starvation. Those who were too weak simply fell behind and were left".

They had to sleep on the ground at night with nothing but a worn blanket and their meager POW clothes. Their diet consisted of little more than what they had at camp, black bread which contained saw dust, which over time even rodents found unsuitable.

--"We were lucky to have one potato a day. All 5,000 of us did what we could to find food, scrounging, begging, and trading whatever we had".

The sound of artillery kept its course behind them, and over time, the attitude of the guards began to change. In each village began to appear white flags, along with refugees fleeing the eastern front. The guards over time began to ease up on their enforcement, and started to walk in line with the prisoners, even surrendering their weapons. The prisoners would actually prove to be the savior for the guards, who were eager to present them to advancing Allied units. Surrendering to the western front with their prisoners, they would be spared the harrowing experience of many who would have to surrender on the eastern front. The prisoners and guards were both met by an American battalion on April 26th, and Delbert was at last liberated. The death march had lasted 500 miles over an 80 day period. Over the next few weeks he was transported through Europe, where he would have his first full meals in months. He would also not only be able to contact his for the first time in a couple of years, but he'd also find out that both of his brothers were safe as well. He would return home and would raise a family, and over the years remained in touch with his fellow crewmembers who survived the whole ordeal with him.

Photo of the Month

Flight in B-17 "Memphis Belle"



Veterans Project

There are many more veterans out there like Delbert Lambson, which we would like to interview and portray their stories as best we can. 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

In Memoriam—Dave Hansen

The wing has lost one of its most endeared members and one of the most reputable aircraft restorers. Dave Hansen passed away in January after a long battle with a severe form of cancer. Dave took an interest in aircraft restoration in the 1980's when encouraged to build his own kit plane. In a span of just four years, he managed to complete an RV-4 project and obtain his pilot's license, while also committing to a job at the same time. From here he found his love for restoration, particularly with restoring warbirds. After numerous

restorations he found his way to the PV-2 Harpoon known as "Attu Warrior", which was suited only for someone of Dave's talents. Despite the plane's rarity and the parts problems that come with that, Dave was able to restore the PV-2. The plane would fly far and wide as a result of his labors and his many hours. This same PV-2 has been a centerpiece of many Utah Wing fundraising events and flyovers. Unfortunately, in this time he found out he had a severe form of cancer for which there was no cure. "Despite purchasing the airplane and pouring thousands of hours of work into restoring the Harpoon, Hanson did not consider it his own. "This aircraft really belongs to those who sacrificed to build it, fly and fight in it, and now to the families of the crews of all the aircraft just like it," he said in his blog about the airplane." It was his dedication and passion for aircraft preservation that made him a particularly endeared member of our wing, and is just one reason why he will be sorely missed.

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

Phone: 435-709-7269

Ride Coordinator:

Chris Ryan

801-719-8876

www.cafutahwing.org

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