Atlanta Warbird Weekend (AWW) will present its largest lineup of World War II veterans and aircraft for its third annual event at Dekalb-Peachtree Airport (KPDK) in Chamblee, Ga., Sept. 24-25, 2016. Attendees will see eight Curtiss P-40 Warhawks among a total of 40 WWII warbirds on the grounds. More than 20 WWII veterans will participate, including Lt. Dick Cole, the last remaining crew member of the famous Doolittle Raid over Tokyo. Warbirds will fly during the day, with a special P-40 formation flight at 4 p.m., and rides will be available on vintage Commemorative Air Force (CAF) WWII aircraft throughout the weekend, beginning at 9 a.m. each day. Read more on page 18 in this issue.
From the Left Seat: 
Col Jay Bess, Wing Leader

We are a few days away from Atlanta Warbird Weekend 2016 and it’s shaping up to be an incredible event. Guests from over 27 states have registered for the dinner, photography workshop and other activities. There will be foreign dignitaries attending and potential national press coverage of the weekend. Finally, we are honored to be hosting two of the AVG Flying Tigers veterans, the AVG Flying Tigers Association, the last Doolittle Raider, China/Burma/India Hump pilots, Mighty Eighth Air Force veterans and many more distinguished guests. Of course, none of this would happen without the Dixie Wing Volunteers!

We will have visitors from Georgia State University on Saturday, October 1st. This is the Museum Studies class that has taken on the Dixie Wing as their semester project and they will be touring the hangar and talking with you! As part of their study of our organization, they want to interview our members and get your opinions and feedback. Please welcome them to the Dixie Wing.

I’m sure you’ve noticed our impeccably manicured landscaping in the last month! Kevin Cheely, a former Cadet and CAF Colonel, has volunteered to maintain our grounds and has already made a huge impact on the appearance of our facility. Kevin owns Greenway Landscaping and I would gladly recommend him and his services to anyone who is in the need of lawn services. This is a burden off of our members and it’s impressive to have such a professional appearance when you drive in to the hangar! Thanks Kevin!

We are doing a little “re-decorating” at the hangar and creating the Dixie Wing Hall of Fame! Our unit has earned many awards, citations and recognitions throughout the years and they’ve been relegated to the back of the restoration shop, boxes and cabinet drawers. The “hall” of fame, will be our opportunity to show off our recognition for hard work, honor those that have Gone West, and showcase the spirit of the Dixie Wing such as the Ray Niehouse award. This will exhibit our proud unit history and will feature descriptions of the awards. Thanks toCols Malcolm Lelliott, Gerhard Frenz and Tom Walsh for leading this project.

Keep ‘em Flying,
Jay

WE WELCOME NEW COLONELS

NEW COLONELS SINCE APRIL

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<tr>
<th>Name</th>
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<td>Jeb Harper</td>
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<td>George Harrison</td>
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<td>John Basch</td>
<td>4/16/16</td>
<td>Angela Decker</td>
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<td>Danny Cook</td>
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<td>Robert Price</td>
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<td>Gerhard Frenz</td>
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<td>Wayne Nelson</td>
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<td>Bart Nelson</td>
<td>8/19/16</td>
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<td>Brandon Fink</td>
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COLONELS NEW TO THE WING

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<td>John Southwick</td>
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From Some Other Seat: Operations
Col Jim Buckley, Operations Officer

Things are getting back to a bit more normal. The SBD is back on the line and most of the re-qualifications are complete. Both the PT and the LT-6 are ready for business too.

Red Nose came back for a few days of maintenance after it's highly successful northern tour for the Red Tail Squadron. With the help of squadron leader Bill Shepard, we grossed over $35,000!

She didn't get much of a rest and right back out for the Crossville TN event and on the the Upper Cumberland Airshow at Sparta TN. She will have a few days rest before the Atlanta Warbird Weekend at the PDK airport on Sept. 24/25. I hope to see many of you there.

The Corsair, P-51 and Kate are scheduled for the Robbins Airshow the very next weekend. Be on the lookout for an updated ride price sheet. Effective Nov. 1, some of the ride prices are going up. Happy trails

Col Jim Buckley, Operations Officer

WHAT’S THAT?
Col Frank Kalinowski

A few hints:

• It was in the same competition as a novel fighter aircraft as last month’s Black Bullet.

• Again, only two prototypes were built.

• Although it had a number of unique features, including a pressurized cockpit, it did not demonstrate improved performance over existing aircraft, thus ending the program.

• It took its name after a popular song at the time.

WHAT’S THAT? Find the answer on page 11.
It’s funny how you learn something as a kid that sticks with you for the rest of your life, yet most of us at my age (73) have difficulty remembering what we ate for breakfast. When I joined the Air Force in 1962 and was sent to Lackland AFB for basic training, our Technical Instructor (TI) gave the command “fall out and police the area.” This language was foreign to my ears and most of the other 59 pins so the TI gave us further instructions by saying “pick up everything that moves and if you can’t pick it up, paint it green.” While this seemed trivial at the time because the area around our barracks appeared to be immaculate, we began our search for “anything that moves.” Low and behold, we began finding small fragments of paper left over from cigarette butts and many other things such as match sticks, etc. By now you’re wondering, where is he going with this so here you go …

A couple of weeks ago, one of our members took a serious fall in the hangar while wing-walking one of our WARBIRDS as it was being moved about the hangar. He slipped on a small pile of cardboard that knocked the wind out of him but luckily was not seriously injured. Thanks to Tom, Gerhardt (Shultz), and Rodney for coming to his aid.

On any given day you can walk through the shop, the Connex buildings, back yard, and the hangar and spot trip hazards. It doesn’t have to be something as obvious as cardboard but may be a spot of oil, hydraulic fluid, water, or gasoline. As Fall is just around the corner we can expect leaves and dry grass clippings to accumulate on the hangar floors if we don’t keep them swept. Richard does a fine job keeping our hallway, office, and bathroom floors clean but shop floors can also become slippery with metal shavings if not cleaned up on a regular basis. Doug and others are pretty good about keeping their area clean but when they’re gone, this task is sometimes overlooked.

We’ve all heard the saying “you can lead a horse to water but you can’t make him drink.” Well, you are all volunteers and without you, we would not exist. Thousands of people would not enjoy touching and feeling our WARBIRDS and for a select few, actually get to fly in them. We are not paid employees so no one can make us do anything we don’t want to do. I just hope we can motivate all to take the initiative to either correct a trip hazard yourself when you see it or bring it to someone’s attention. We do not want anyone to become injured when it can be prevented. So my request is to fall out and police the area each time you’re at our hangar. Thank all of you who already do this without being asked.

Larry
Left: Dan Kline looks on as Crew Chief Charles Kennedy works on one of the brakes for the SBD.

Right: Phil Watkiss “enlisted” his granddaughter Julia to help him work on the T-34.

Left: Malcom Lelliott irons out some wrinkles in the wing fabric of the Link trainer.

Right: Mark Baldwin confers with Lanny Marsh about the gun flaring for the P-63 .50 cal. Machine gun.

Left: Chris Schamel and Cheryl Buchannan try to teach some old dogs some new tricks in using the dog tag machine.

Right: Joe Moore gives it a try.
This is a bit of a departure from the usual Bookmaster review. Our library also contains a number of DVD videos with WWII themes. One such is the complete collection of the iconic TV series “Hogan’s Heroes.” It ran on CBS for 168 episodes from September 17, 1965 to April 4, 1971. Since the series centered around the mythical LuftStalag 13, the prisoners were all WWII allied aviators, hence the tie to our organization.

Many of us look at Hogan’s Heroes as sort of slapstick, light-weight comedy; and, to a point it was. But if we look closer at some of the actors there was a deeper message. For one thing, all of the actors portraying German military characters were Jewish; and, they were all WWII U.S. Army and Navy veterans. Here’s a character sketch of each of the four actors.

Werner Klemperer, (Col Wilhelm Klink) the son of composer Otto Klemperer, was born in 1920 in Germany but emigrated to the U.S. as a teenager in the 30s. He attended Pasadena High School in California and learned his acting craft at Pasadena Playhouse. He served as an enlisted man in the U.S. Army during WWII, stationed in Hawaii. Klemperer appeared in 18 movies and 62 television series from 1951-1993. Werner Klemperer was also a violinist and an accomplished concert pianist. He died in New York in 2000.

Interestingly, he was one of two actors (the other was Gary Busey) who performed in both of TV’s longest running series, Gunsmoke and The Simpsons.

In an interview years later Klemperer was asked about his feelings, as someone who fled Nazi Germany with his family to avoid persecution as a Jew, how he felt about portraying a German officer during WWII. He said he told his agent and the producer of Hogan’s Heroes that he would only play Klink if Klink and the rest of the Germans in authority were seen as buffoons and, particularly if none of Klink’s schemes ever actually worked on the show.

He noted in an interview with Pat Sajak in 1989 that many actors claimed they did not wish to be associated with the characters they played. Not so Werner Klemperer; he said he enjoyed the role and although he had been an actor in U.S. TV and movies for many years before Hogan’s Heroes, it was only after Hogan came along that people remembered his name. To the end of his life he enjoyed his association with Klink and the fact that people on the street would address him as “Colonel.”

Click on the link to see an interview Klemperer did with Pat Sajak in 1989. 
https://www.youtube.com/watch?v=UBn0zpORo5c
John Banner, (Sgt. Hans Schultz), born Johann Banner to Jewish parents in Vienna, Austria in 1910. He studied for a law degree at the University of Vienna, but decided instead to become an actor. In 1938, when he was performing with an acting troupe in Switzerland, Adolf Hitler annexed Austria to Nazi Germany. Banner emigrated to the United States as a political refugee, where he rapidly picked up English. In 1942, he enlisted in the United States Army Air Corps, underwent basic training in Atlantic City and became a supply sergeant. He even posed for a recruiting poster (right). He served until 1945.

In 1965, Bing Crosby Productions cast Banner as Sgt. Schultz in the wartime sitcom Hogan’s Heroes. John Banner enjoyed the role but demurred when accused of portraying a “cuddly” Nazi. He told TV Guide, “I see Schultz as the representative of some kind of goodness in every generation.”

Personal quotes:

On his ironic casting as Sgt. Schultz: “Well, who better to play Nazis than we Jews?”

“There is no such thing as a cuddly Nazi. Maybe Goering was cuddly to his wife. He wasn’t cuddly to the city of Rotterdam. Schultz is not a Nazi. I see Schultz as the representative of some kind of goodness in any generation.”

About a year after Hogan’s Heroes ended production, John Banner moved back to his native Vienna where he died in 1973 after an abdominal hemorrhage on his 63rd birthday.

Leon Askin, (General Albert Burkhalter), was born Leon Aschkenasy September 18, 1907 in Vienna, Austria. An Austrian actor, he performed in Düsseldorf, Germany from 1928 until 1933 when he was removed by the National Socialists or Nazis, because he was Jewish. During his time in Düsseldorf, he mainly performed for the Dumont Playhouse. In April 1933, he was arrested by the SA and was later beaten up by members of the SS. The scar on his face is not make-up. It was from this beating that he got the prominent scar that can be seen on his face.

In early 1940 he moved to the United States, arriving in New York. Shortly after the Japanese attack on Pearl Harbor Askin joined the U.S. Army, becoming a member of the Army Air Corps. During the war, Askin wrote “The Orientation Digest”, which provided information for soldiers who were being sent overseas, changed his last name to Askin and became a US citizen. He served in the European Theater of Operations, ending the war with the rank of Technical Sergeant. He learned after the war that his parents had died in the Treblinka extermination camp.
After the war, he returned to New York, where he helped form the Veterans Memorial Stage theater group, which was made up of ex-U.S. Army actors, later being elected President of the group.

Askin performed in 69 movies and 65 TV series from 1950-2001, some in the U.S. and some in Austria. Leon Askin died June 3, 2005 (aged 97) in Vienna, Austria.

**Howard Caine**, (Gestapo Major Wolfgang Hochstetter), born Howard Cohen in Nashville TN into a Jewish family in 1926, Howard Caine, in terms of background, is arguably the most interesting of the four actors featured in this sketch. He was the only non-European born actor playing a German role in Hogan's Heroes. At the age of 13, Cohen moved with his family to New York City, where he began studying acting. Learning to erase his Southern accent, he went on to become a master of 32 foreign and American dialects.

Caine served in the United States Navy during World War II, fighting the Japanese in the Pacific Theatre. After the war, Caine studied drama at Columbia University, where he graduated summa cum laude. He appeared in 14 Broadway shows and acted in more than 750 live and filmed television programs between 1953 and 1988.

Howard Caine was also an accomplished and award-winning banjo player and folk-singer. From his early childhood in Tennessee, Caine had always been fascinated with the Appalachian five-string bluegrass banjo and began mastering it in the mid-1960s. From the summer of 1970 until his death in 1993, he had taken trophies at 29 prominent banjo and fiddle contests in the southland for both Best Traditional Banjo and Traditional Singing. He was also a popular folk singer and appeared at a number of prominent folk clubs and folk festivals. Howard Caine died in Los Angeles in 1993.

*BOTM - Book of the Month* - It is on our bookshelf, it’s a good read; borrow it if you like but please return it!

**FUN FACT:** Regarding old TV shows - September 23, 2016 marks the 40th anniversary of airing of the TV Show Baa Baa Black Sheep.
1. Paul Tibbets is best known as being the pilot of B-29 “Enola Gay,” the plane that dropped the atomic bomb on Hiroshima. But what was the name of the B-17 he flew while serving with the 8th Air Force in Europe:

A: Black Beauty
B: Green Hornet
C: Yellow Rose
D: Blue Bonnet
E: Red Gremlin

2. The most highly decorated air combat crew of all time goes to a B-17 that flew in the Pacific Theatre. It was named:

A: Old 666
B: Snake Eyes
C: Lucky 7
D: Hell’s Belles
E: Sleepy Time Gal

3. P-61 (Black Widow) pilots in Europe reported seeing mysterious balls of light while on night missions. These lights were given the name:

A: A Göring Borealis
B: UFOs
C: Foo Fighters
D: Lightning Bugs
E: Phantom Menace

Find out the answers to this little trivia quiz on page 15.
Superlatives abound when one reads about the Supermarine *Spitfire*. The most iconic, the best fighter of World War Two; the most maneuverable; the most beautiful; and on and on. But the one which seems to fit best of all is, “the most adaptable.” It was in production from 1936 until the end of 1945. Starting with the Mark I it underwent development up to the Mark 24. (England gave all their planes a “Name,” then identified later versions as “Marks” or “Mk’s,” and used Roman Numerals, I, II, III, IV up to Mk 21, when they changed to numbers.) The genius of the design becomes more and more apparent during the war as each time a need arose Supermarine would come out with an updated *Spitfire* that would meet the need.

The basic Mk I and II were interceptors with limited fuel and range. Designed to attack bombers, the Mk V and IX carried more fuel, and some were armed with cannons and capable of carrying bombs. A few were fitted with long wingtips and pressurized cockpits for use against high-flying photo planes. Others had shorter wingtips and engines set up for low altitude fighting. Engine power went from just over 1000hp to over 2300, while the engine weight followed the same curve, starting at 2020 pounds for the Rolls-Royce Merlin then up to 3650 with the Griffon engine. Photo Reconnaissance models with no armament, extra fuel and oil tanks and a drag reduction program were capable of speeds well over 400 miles per hour and a range of 1550 miles. At least one flew with large floats and others, with folding wings, became the *Seafire* operating from carriers.

Designed by Reginald J. Mitchell, the designer of the Supermarine race planes, the role of developing the many Marks fell to Joseph Smith upon Mitchell’s death from cancer. Upon hearing that the Air Ministry had chosen the name, “*Spitfire*,” Mitchell remarked, “That is just the kind of a name they would choose.”

The prototype (shown below) first flew in 1936 and still had one foot in 1920’s technology. On the nose was a massive eighty-five pound fixed pitch wooden propeller. At the tail, a tail skid. This was replaced with a castering tail wheel on the production models, and appears to have been merely attached to the skid. The wooden propeller was not replaced until the 78th production aircraft. The canopy was flat, not the bulged Malcom hood that was adapted later.

The fuselage and wing construction were very advanced for the time, making them more difficult and slower to construct. The plane was designed more for hands on construction rather than the mass production that would be needed later.

The thirty foot long fuselage was formed with oval formers, or frames, connected together with longerons and stringers for more stiffness, then covered with stressed skin giving a strong oval shape. It was not overly large and someone once said it was the smallest most streamlined fuselage in which you could fit both an engine and a pilot. A small door was added to the left side of the cockpit to aid in entering and exiting.

The wing was built around a spar with the top and bottom caps made up of square steel tubing telescoped inside of each other. The most inter tube of the telescoping set would extend the entire length of the spar. The others only extended as far as needed with each succeeding one being shorter.
Supermarine Spitfire (cont.)

If more strength was needed on later Mk s these shorter tubes could be extended. A web of alloy material between the two tubes, or spar caps, completed the spar.

The entire leading edge was skinned with heavier alloy material than the rest of the wing. When looked at in cross section it formed an elongated “D” shape, called the “D” Section. This carried most of the wings load. The space behind the spar was taken up by the retractable landing gear and machine gun bays.

The elliptical shape of the wing resulted from the need to mount the eight .303 machine guns. This number of machine guns was thought to be the number needed to down a bomber with these small caliber guns. One Air Marshal thought four would be enough, but he also wanted it to be an open cockpit plane.

In order to keep the wing as light as possible the landing gear was attached to the spar very near the fuselage, where only that section of the wing spar needed to be strong enough for landing loads. This gave the Spitfire one of its more notable features, its narrow landing gear.

By the time production ended in 1945 over 22,000 had been built. They continued to serve well into the 1950’s, not only for Britain but in many other countries as well.

Answer to What’s That?

The Vultee XP-54 Swoose Goose was developed in response to a 1939 USAAC request for an interceptor of unusual configuration. Beating out the Curtiss XP-55 Ascender and the Northrop XP-56 Black Bullet, Vultee was awarded a contract for two prototypes.

Designed with a pusher engine between two booms, it had a 12-foot propeller powered by a liquid-cooled Lycoming XH-2470 engine.

A pressurized cockpit was included to augment its high-altitude mission (37,000 ft), but complicated pilot entry and bail-out.

Flight testing began on 15 January 1943, with performance well below expectations. Discontinuation of the engine and a lack of spare parts doomed the program, with the second prototype only making one flight.

The name? The large nose section gave rise to its whimsical nickname, the Swoose Goose, inspired by a song about Alexander who was half swan and half goose: "Alexander was a swoose." See: https://www.youtube.com/watch?v=r8gVgÖV-G6Y

Where can I see one? Neither of the prototypes survive. Both airframes were dismantled for scrap.
DIXIE WING ELECTION OF OFFICERS FOR 2017

Unit Staff elections are right around the corner. As such, the Nominating Committee will begin the process of picking nominees for the four Dixie Wing Staff Officer positions up for election/reelection. The Nominating Committee is tasked to review all nominees and, using their judgment, personal knowledge of the nominees, knowledge of the CAF and the duties required by each position, pick who they feel will be the best possible nominee(s) for each position open for election.

The following are the Staff Officer positions open for election for the 2 year term effective January 1st, 2017:

1) Executive Officer  (Current: Col Larry Combs)
2) Adjutant Officer   (Current: Col Malcolm Lelliott)
3) Operations Officer  (Current Col Jim Buckley)
4) Maintenance Officer  (Col Bob Heath)

If you wish to run for one of these positions, please contact, call, or email any or all of the members of the Nominating Committee. A resume or experience sheet would be welcomed in helping us during our decision making process.

Job descriptions and preferred qualifications are listed in the CAF Unit Manual in section 2. Feel free to copy and paste:

Your Dixie Wing nominating committee:

Doug Franklin  Phone (770) 632-3693  email franklinptc@bellsouth.net
Gerhard Frenz  Phone (609) 709-6421  email vfa_103@yahoo.com
Mike McElduff  Phone (678) 576-8106  email mmcelduff01@yahoo.com

Additional information will be published in the October Dixie Dispatch including instructions for obtaining an absentee ballot should you not be able to attend the November Wing meeting.

We are still looking for a Rental Facilities Officer. We rent out our hangar 18-20 times a year for weddings, corporate events and parties. This accounts for a significant contribution to our fundraising efforts. It requires answering email and phone inquiries, touring potential clients and organizing volunteers to prep the hangar and return to operations. Please consider volunteering for this important Dixie Wing function. Contact Jay Bess at wingleader@dixiewing.org
Rides Program
Col Jerry Robinette

P-51 MUSTANG “RED NOSE”

After a successful week of rides sales in Fond du Lac, WI in conjunction with EAA AirVenture in Oshkosh, the Mustang departed on a tour with the “Red Tail Squadron.” She visited several venues in the Northeast US and then on to Ontario, Canada to participate in the Canadian International Air Show. The Canadian trip gave us a chance to show off the plane again with the “Red Tail Squadron” as well as a performance in the Canadian air show. In addition to the static display, Red Nose made many Canadians happy with paid rides in the plane. Thanks to Bill Shepard with the “Red Tail Squadron” for taking the plane to Canada. Great job Bill.

She returned home to the Dixie Wing hangar for a week long scheduled inspection before departing to Crossville, TN for a rides day and then on to the Upper Cumberland Air Show in Sparta, TN for an aerobatic display and rides sales. Thanks to our Mustang crew for the fantastic job of getting “Red Nose” back in the air in time for Crossville.

“Red Nose” will be available at AWW on 24 and 25 September for paid rides.

SBD DAUNTLESS

As everyone is aware, the dauntless has been out of service most of this year with an engine change. We had her almost sold out for rides earlier in the summer at Reading and had several more ride requests for KFFC. Unfortunately, all of these had to be cancelled due to the engine change. This work has now been completed and the Dauntless had been cleared for flights.

We had been planning for several months to have a member of the “Greatest Generation” visit with us to fly the Dauntless. Vincent Neuman was a Dauntless pilot during WWII and is 93 years old. He has 130 hours in the Dauntless. We had him scheduled for a ride on Saturday, September 17. Vincent is a CAF Member and had traveled all the way from Oregon with a friend, Steve Roberts to fly the Dauntless. He also is a volunteer with the Oregon Air and Space Museum. On Friday, Tony Stein, being the pro-active person that he is, decided to do a check flight on the plane to make sure it was ready for Mr. Neuman’s flight. Tony encountered an issue with the landing gear on the plane and, after trying repeatedly to get the right gear down, he finally did manage to get it down and locked. We discovered an issue that is going to take some time to correct. Needless to say, we were all very disappointed that Mr. Neuman did not get to take his ride and, of course, he was the most disappointed of all. We did get him in the cockpit and he was ecstatic to say the least. His most memorable comment was, “I am sorry I drooled all over the cockpit of the plane, but the sun will dry it out.” Our apologies again to Mr. Neuman for not being able to fulfill his dream of flying the Dauntless again. We will get it done, Vincent!

Thank you Tony Stein for your professionalism, experience and patience in getting the Dauntless back on the ground safely after the landing gear incident on Friday. We are very fortunate to have pilots like you in the Dixie Wing.
Rides Program (cont.)

Larry Combs, Mike McElduff and Steve Roberts listen to some of Vincent’s stories.

Vincent with a “thumbs up” in the cockpit of the Dauntless.

That’s me trying to convince Vincent it was time to get out of the plane! Actually he could have spent the entire day in that cockpit if he had wanted to.

LT-6 “Mosquito”

The “Mosquito” is up and flying and available for rides sales. We have been successful at several rides events this year, including one in Tuskegee, AL where we made a WWII “Tuskegee Airman” very happy.

PT-26 “Cornell”

Rides sales have been good this year on the PT and we already have many pre-sales for Atlanta Warbird Weekend at KPDK. This continues to be a popular (and affordable) plane that we like to promote here at KFFC as well as nearby shows and rides days that we participate in.

What’s Next?

We still have a busy schedule for the planes all the way through November, and then it will once again be time to start annual maintenance on them. Thanks to everyone who has helped in 2016 to carry on the tradition of a very successful Dixie Wing rides program. As mentioned above, the year is not over but I just want everyone involved to know they are sincerely appreciated. This includes our pilots, mechanics, ground crew, and the DW staff for supporting the program. Also, there are many members of the Wing who devote their time to cleaning the planes, general maintenance and anything else that needs to be done. You are all appreciated.
Answers to **TRIVIA TIME** quiz:

1. The B-17F Tibbets flew was named: **E: Red Gremlin.**

   In 1942 Paul Tibbets was the commander of the first B-17 squadron (340th Bombardment Squadron of the 97th Bombardment Group) to bomb Nazi-occupied France.

2. The most highly decorated combat crew served on the: **A: Old 666.**

   In June 1943 “Old 666,” a B-17 that was cobbled together from the parts of several other Fortresses, was attacked while on a recon mission near Bougainville. It was under attack by 17 Zeros for 45 minutes. Both the pilot and bombardier were awarded the Medal of Honor. Watch the History Channel story: [https://www.youtube.com/watch?v=6Im086TCu3](https://www.youtube.com/watch?v=6Im086TCu3).

3. The unexplained lights were given the nickname: **C: Foo Fighters.**

   As reported in the article, “Welcome to the Night Shift,” Air and Space Smithsonian, August 2016: “Reports kept coming in. The objects flew alongside aircraft at 200 mph; they were red, or orange, or green; they appeared singly or with as many as 10 others in formation ... They never showed up on radar.” The lights were nicknamed “foo fighters” after a nonsense word used in the popular “Smokey Stover” firefighter cartoon. I still use a phrase I learned from reading this in the Sunday papers as a kid, and no Thanksgiving at the Kalinowski household is complete without me saying, “gravy ain’t wavy.”

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**CAFactoid**

The first “Airbase” in the CAF is the Arizona Airbase located at Falcon Field in Mesa, AZ. The Airbase operates one of the two CAF B-17s (Sentimental Journey) as well as a B-25, a C-47 and several other aircraft.

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**Dixie Wing Annual Christmas Party**

**Sunday, December 11**

Where? Due South Restaurant
302 Clover Reach, Peachtree City
Adjacent to The Avenue Shopping Center

More details will follow, but circle the date on your calendar now so you don't miss this event.
ON THE HORIZON ......

Air Shows and Static Displays in 2016 (through October):

Oct. 1 – 2  Red Nose, Corsair, Kate, Robins AFB Air Show, Warner Robins, GA
Oct. 9 – 10  Corsair, Angelina County Airport, Lufkin, TX
Oct. 29 – 31  Corsair, Wings Over Dallas, Dallas Executive Airport, Dallas, TX

Wing Meetings in 2016 through December:

October 1  Staff Mtg - 10 am; Angel Squad – 10:30 am; Wing Mtg 1:00 pm
November 5  Staff Mtg - 10 am; Angel Squad – 10:30 am; Wing Mtg 1:00 pm
December 3  Staff Mtg - 10 am
December 11  Dixie Wing Christmas Party – Due South Restaurant, Peachtree City

Other Events in 2016:

September 24-25  Atlanta Warbird Weekend, Dekalb-Peachtree Airport
   http://www.atlantawarbirdweekend.com
November 5  Keep ’em Flying RUN ( 10K-5K-1 Mile run) –
   4:00pm - 5:30pm - KFFC > http://keepemflyingrun.com/
November 5  Hops & Props - 5:00pm - 10:30pm - Dixie Wing Hangar >
   https://www.facebook.com/events/114742562309074/
ON THE HORIZON (cont.) ......

OCTOBER 2016 DIXIE WING AT A GLANCE

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For the complete online calendar click HERE: http://dixiewing.org/calendar.htm

WEB WATCH

With a focus on the China-Burma-India Theatre on everyone’s mind at Atlanta Warbird Weekend, we thought you might enjoy a story of a former C-46 Commando pilot who finally received his medals more than 70 years late. http://www.expressnews.com/news/local/article/Long-after-Pacific-war-ended-cargo-pilot-gets-9202069.php?t=2ae15986499582d581&cmpid=fb-premium&utm_source=fark&utm_medium=website&utm_content=link&ICID=ref_fark

Disclaimer: WEB WATCH is presented solely to bring information to readers about some websites that may be of interest. Neither the Dixie Wing nor the CAF endorse or imply endorsement or agreement of opinions that may be expressed on the websites, advertisers on those websites, or links to other websites that a reader may follow.
The CAF Dixie Wing, the Georgia chapter of the world’s largest WWII flying collection, coordinates this community event. This year’s program also will celebrate the 75th anniversary of the American Volunteer Group (AVG), nicknamed the Flying Tigers, hosting the largest gathering of P-40 Warhawks in 50 years. Notable veterans who will participate include AVG Flying Tigers crewmembers Frank Losonsky and Charles “Chuck” Baiden, both officers of the AVG Flying Tigers Association. A special guest, Lt. Gen. Fan, Ta-Wei, Chief of Staff of the Republic of China Air Force, will attend with four other officers.

Kids will be able to ride the USAF Rapid Strike flight simulator, experience how to operate bomber turrets (electronically operated), see the inside of aircraft cockpits and play in the PDK park playground. The weekend event features 15 educational displays and two Beechcraft T-6 Texan II trainers on display from the U.S. Navy and U.S. Air Force.

The Curtiss P-40 was highly associated with the Flying Tigers and was the third-most-produced fighter plane of WWII. Very few are still flying and this will be a rare opportunity to see these aircraft together and hear from actual veterans who served with the Flying Tigers, as well as hear from other WWII veterans who will discuss their experiences.

The Flying Tigers were recruited under secret presidential authority and commanded by Claire Lee Chennault. The shark-mouth nose art of the Flying Tigers remains among the most recognizable images of any individual combat aircraft or combat unit of World War II. The AVG Flying Tigers Association is celebrating its reunion in conjunction with the AWW. Presentations at AWW, and those leading up to the event, will be organized to educate and connect the public with the historical significance of the American Volunteer Group.

Also expected for AWW are WWII veteran pilots Bob Jones, who flew C-47 and the C-46 Commando over the “Hump” in the Himalayan Mountains; Paul Crawford, who flew 29 missions in P-51s and flew P-40s for Chennault in the 14th Air Force; plus Albert McMahen, a B-17 ball turret and tail gunner who flew 25 missions in the early days of the 8th Air Force when there were no friendly escorts, and Henry Hughey, who flew as a ball turret gunner with the 487th Bomber Group (“Gentlemen from Hell”) later in the war and completed 32 missions.

“Community support has been amazing and it is really bringing history alive in honor of our veterans,” said Jay Bess, CAF Dixie Wing leader and AWW co-chairman. “Aviation and veterans’ groups, museums, local municipalities and individuals are volunteering to help us share the story of World War II aviation history. This terrific weekend would not be possible without the support of Pat Epps and Epps Aviation, Atlantic Aviation, Discover Dekalb and Mario Evans, Dekalb-Peachtree Airport director.”

AWW will be open from 9 a.m. to 4 p.m. each day Sept. 24-25 at the Dekalb-Peachtree Airport. Great food will be available with food trucks, the 8th Air Force Historical Society barbecue and the Downwind Restaurant, which will be open both days. This year’s “Dinner with the Tigers” and all photo workshops are sold out. For a complete schedule of activities and CAF aircraft flight prices and reservations, visit www.atlantawarbirdweekend.com.
THE TAILPIECE
A few closing remarks from your editor

Speaking of a “Swoose,” one is in the process of being returned to glory in the Restoration Hangar at the National Museum of the United States Air Force in Dayton, Ohio.

B-17D “Swoose” (40-3097) is the oldest remaining B-17, and the only airplane to have seen action from the first day to the last day of WWII. The plane was patched up many times, including having a new tail grafted on from another plane (40-3091) while in Australia, resulting in the name “Swoose,” for half-swan, half-goose, after a popular song at the time: “Alexander is a Swoose.”

The restoration specialists work hard to retain original artwork, as is the case (below) with the Swoose. Interesting story: Frank Kurtz was responsible for salvaging the B-17 that would become the Swoose. After the war it was scheduled to be scrapped, but Kurtz (then a Colonel) talked the city of Los Angeles into bringing this bomber in to serve as a memorial. Kurtz and his wife Margo had one child – you may know her as the actress Swoozie Kurtz.