

# HEBER DISPATCH

June 2019

## Museum is Open

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Happy Summer from the Utah Wing of the Commemorative Air Force! We are open for the season and we are geared up for more exciting projects. The B-17 Sentimental Journey came here for a week and booked a total of fifteen flights over the course of four ride days. The week-long B-17 event served to commemorate the 75<sup>th</sup> Anniversary of D-Day. The highlights of that will be covered in the next newsletter. Our aircraft are also flying and will be making several flyover appearances throughout the summer holidays, in addition to offering sponsorship rides. The first flight of the season was a Missing Man formation flight over our runway for the D-Day commemoration, just before the arrival of the *Sentimental Journey*. Several patrons had the privilege during the week to tour the B-17, take a flight in either the B-17 or any of our aircraft, meet veterans, and tour our museum. Thursday, June 6<sup>th</sup>, was marked by a D-Day ceremony, complete with veterans, presentations, and performances by the Danny Newell Tribute Band, which also played for us during the dance on June 8<sup>th</sup>. The *Sentimental Journey* served as a fitting backdrop to the dance as she sat perched just outside the hangar. Over the years we aim to put the dance on the map alongside Boulder, Chino, Airbase Arizona, Reading, and many more who have nationally renowned hangar dances.

In car show news, the headlining aircraft for Planes and Horsepower has officially been confirmed. This is the show's fifth year, and the show is slowly earning its way as a staple of the annual Utah car show scene. The presence of this aircraft adds a special theme to this year's show and highlights an era in aerospace history with the transition into the jet age. There are a flurry of wings and wheels events in the west this year, including one in nearby St. George, two in Colorado, two in Wyoming, one in Montana, and a couple more in



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UTAH WING

**Museum Opens April 27**



Arizona. This clearly shows the popularity of this type of event, and we aim to stand apart among these various shows. Travelling to a good car show is not unusual. Many car people and road trippers will travel far and wide for events like these, especially if the location has something to offer—Sturgis, Detroit, Las Vegas, and much of southern California being examples. As with the dance, our aim is to put this show on the map among these other events, to draw in support from far and wide.

## Stearman Restoration Update

Per our last update, the Stearman requires much more extensive restoration work than originally anticipated. Among this includes an entirely new airframe. Replacement components including the frame have arrived from Maryland. Work has not yet commenced, and will be difficult to balance around summer fundraising events. We will update you as the restoration progresses. It is doubtful that the Stearman will be airworthy before the end of the season, but the project should be completed by next flying season.

## Bomber Week

### The B-17 “*Sentimental Journey*” visited from June 3rd to 9th

The history of the *Sentimental Journey* has been covered in a previous newsletter. Manufactured in 1944 in Douglas’ Long Beach plant, it was sent to the Pacific at the end of the war but would not arrive in time to see combat. It would then spend a number of years postwar in storage in Japan during the occupation. Through the ensuing postwar years, it was brought out from storage and re-designated as a photo-mapping aircraft, then used for search and rescue, and then went on to be a participant in Cold War nuclear testing. After storage at Davis-Montham, it would be returned to service yet again as a forest firefighter, before being donated to the then newly formed Arizona Wing of the Commemorative Air Force. Through numerous lives of service, the B-17 no longer resembled its wartime appearance, and thus had to be restored to its current WWII configuration by the wing. Its emblematic status in the air show circuit is due largely to its name and its iconic nose art. The name *Sentimental Journey* was the winner of a naming contest solicited by the Arizona Wing when it was restoring the aircraft. *Sentimental Journey* was the clear winner, given the theme of Doris Day’s 1945 hit of the same name. The nose art to go with the name would be the iconic pinup image of actress Betty Grable. The plane, the name, and the infamous pinup art of a famous actress together embody a nostalgia that remains strong to this day—something very *sentimental* indeed.

### Betty Grable



Rising to stardom throughout the 30s and 40s with various successes from *Cavalcade* (1933) to *College Swing* (1939), Betty Grable was one of the biggest names in Hollywood by wartime. It was a routine photo shoot with photographer Frank Powolny that would produce a photo which would later become iconic. The one of her in a tight one-piece bathing suit with her playfully looking over her shoulder would be released as a pinup poster in 1943. The photo was such a hit that it would become the most requested pinup from GI’s overseas. This photo would go on to be listed among the 100 photographs that changed the world by Life magazine, as well as Time magazine’s 100 most influential photographs of all time. The notoriety of the photo would further boost Grable’s career as a pin-up and movie star. It was rumored, and is often shared as an anecdote on the B-17 tour stops, that Betty Grable is facing away from the camera in the notorious image because she was concealing a pregnancy at the time. This is

actually a popular misconception. After the photo was released, Grable later starred in a film called *Pin-Up Girl* which aimed to capitalize on the popularity of the photo. Several scenes of that film did have to be rewritten and reshot due to Grable's pregnancy at *that* time, and therein lies the source of the misconception behind the photo. Hosiery experts of the day were keen to note on the image and on Grable's symbolism in the decade, pointing out the perfect proportion of Gable's legs. Fox Studios followed suit by insuring her legs for \$1 million as a publicity stunt. You can see the inspired Grable pinup on the nose of the *Sentimental Journey* while she's here.

### **Sentimental Journey**

The name which won the naming contest for this B-17 was no doubt inspired by the sentimental tune of the same name. Sung by Doris Day and released in 1945, its message resonated with many GI's who were just returning home at the end of the war. Years prior, these GI's were catapulted into a global conflict which at 18-19 years old they probably did not comprehend fully. Out of service to their country and their families back home, they would bounce around the country to various places depending on what they were enlisted to do. After various stages of training, they would board a ship to Pearl Harbor, or to England, or to Africa, and from there would go on to islands they had never heard of before, or on to mainland Europe. For someone who had previously never left home, this was quite a journey through unfamiliar lands and in crossroads with many unfamiliar people. The only connection with home during this time were letters from family. With Germany and Japan both capitulating in 1945, many GIs were discharged and were finally headed home. Pulling most often into New York, they would then board a train home to see their families. After years of service, they grew eager on that long ride home as memories of loved ones began to flood back. Many GI's left behind sweethearts and would come back to marry and raise a family with them. It is easy to see the resonance in the song *Sentimental Journey* among these GIs. The song portrays a wanderer who upon taking a train back to a long-lost place of emotional attachment, starts reminiscing, anticipating, and wondering why they ever had to leave.

Gonna take a sentimental journey  
Gonna set my heart at ease  
Gonna make a sentimental journey  
To renew old memories  
Got my bag, got my reservation  
Spent each dime I could afford  
Like a child in wild anticipation  
Long to hear that all aboard  
Seven, that's the time we leave, at seven  
I'll be waitin' up at heaven  
Countin' every mile of railroad track  
That takes me back  
Never thought my heart could be so yearny  
Why did I decide to roam  
Gotta take that sentimental journey  
Sentimental journey home  
Sentimental journey

### **August Hangar Dance (Aug 3rd)**

It is sentiments such as these that our hangar dance will serve to emulate. *Sentimental Journey* will be played by the band, alongside *In The Mood*, *Sing, Sing Sing*, *Moonlight Serenade*, and many more. In discussion with Valor Magazine on the dance, they asked several questions about our dance; why we do it, what draws

people to it, and why share this with people, among several other questions. We of course, had plenty to say.

“For myself, growing up in this generation there was always this fascination with World War II that came from listening to my grandparents' stories. As a nation, I think there is likewise this fixation on the war as a defining moment which further forged our identity, as we emerged from a struggle with evil as a major influence on the world. With the war continuing to permeate our culture today, there comes with it this sense of romanticism with 1940's culture. There is also much of the same for the 1950s as well as other decades, but the 1940s stand out in particular. Perhaps it's the war-torn backdrop that so permeates a lot of popular literature, or maybe it's from hearing firsthand accounts that we don't hear about from any time prior. Our parents and grandparents tell us the story not in textbook facts, but in what they remembered and how they felt, and that's how my generation makes a personal connection with the war. They'll relay to us the music, the celebrities, movies, and pastimes of their day that they remember. For many, the music of Glenn Miller, Benny Goodman, and The Andrews Sisters, and the swing dancing in the dance halls was the last thing loved ones shared before the men were shipped off to war, and it is what helped them feel at home when they were far from it in a war-torn and distant land. In the present day, our own hangar recreates the atmosphere that took so many away from the war for brief moments at a time. Veterans and the generation who were there are given front row seats to our live big band, and there is a discernible change in energy as the same people who could not walk in without assistance begin to not only stand but to dance as if it were 1944 again. That change in energy that must remain from the war itself is an excellent reminder of the very human beings that are always in the service of our country. The younger generations who attend get to appreciate this, and at the same time get to remind this older generation what it was like to dance with such fervor is they take the floor themselves in their vintage dress. The intent of these nights is the preservation of this history, through the preservation of the iconic culture. It will hopefully continue through generations, with the music and the vintage dress that is especially popular in this throwback culture. In so doing it will give personal and emotional connections to younger generations who will not get to hear the firsthand accounts.”



*4th  
Annual*



# *Victory Hangar Dance*

Saturday, August 3<sup>rd</sup>, 6-10 PM  
Russ McDonald Field, Heber City, UT



## 75<sup>th</sup> Anniversary of D-Day

*Soldiers, Sailors, and Airmen of the Allied Expeditionary Force:*

*You are about to embark upon the Great Crusade, toward which we have striven these many months.*

*The eyes of the world are upon you. The hopes and prayers of liberty-loving people everywhere march with you.*

*In company with our brave Allies and brothers-in-arms on other Fronts you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over oppressed peoples of Europe, and security for ourselves in a free world.*

*Your task will not be an easy one. Your enemy is well trained, well equipped, and battle-hardened. He will fight savagely.*

*But this is the year 1944. Much has happened since the Nazi triumphs of 1940-41. The United Nations<sup>1</sup> have inflicted upon the Germans great defeats, in open battle, man-to-man. Our air offensive has seriously reduced their strength in the air and their capacity to wage war on the ground. Our Home Fronts have given us an overwhelming superiority in weapons and munitions of war, and placed at our disposal great reserves of trained fighting men. The tide has turned. The free men of the world are marching together to victory.*

*I have full confidence in your courage, devotion to duty, and skill in battle. We will accept nothing less than full victory.*

*Good Luck! And let us all beseech the blessing of Almighty God upon this great and noble undertaking.*

It was this poignant prose by none other than Supreme Allied Commander Dwight D Eisenhower which permeated the thoughts of every aforementioned soldier, sailor, and airman in June 1944. Although many soldiers had already had a taste of the Wermacht in Africa, and many airmen likewise had faced the Luftwaffe in the skies over Europe, many servicemen that would land on the beaches were green. Divisions began



arriving in England from the States between 1942 and 1944 and would prepare over that time for the big invasion, but would never experience actual combat. They would step onto the beaches on the morning of June 6<sup>th</sup> not knowing just what awaited them. The casualties were atrocious for those unlucky enough to land on Omaha Beach, as the film *Saving Private Ryan* would visually illustrate so effectively. This spearhead which begun the liberation of the free world was constituted of 18-19-year-old boys, who were only serving their country, their family at home, and their comrades.

## Planes and Horsepower

August 3<sup>rd</sup>

# PLANES AND HORSEPOWER 2019 HEADLINER



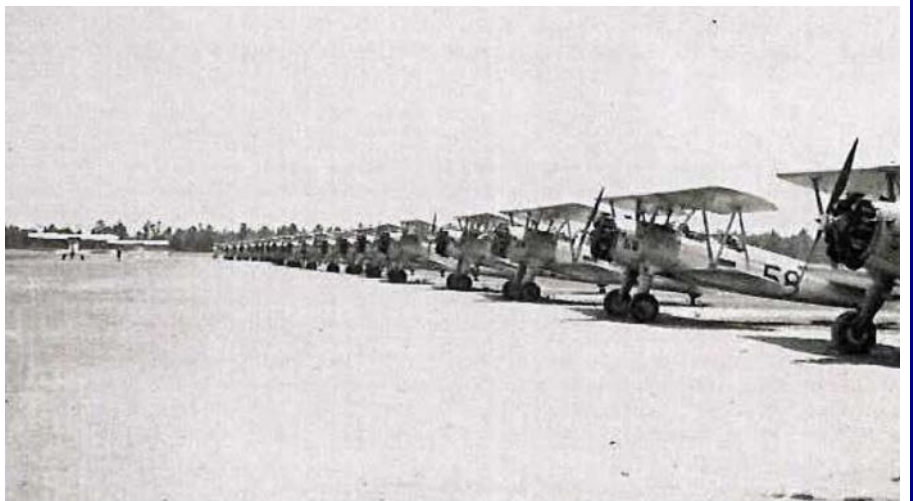
# T-33 SHOOTING STAR

Planes and Horsepower is returning with the “T-BIRD”, T-33 Shooting Star as the 2019 headliner! The T-33 was the next generation of trainers that would complement the PT-17 and T-6 in the training curriculum of the jet age. This year’s show will thus be a special display of the armed forces’ lineage of trainers. The T-33 is being brought out to the show from nearby Historic Wendover Airfield, which will be hosting its air show in September.

### Lineage of Trainers

#### PT-17 Stearman

In the golden age of aviation, one might have dreamed of taking to the skies and being counted among the Lindbergs, the Doolittles, and the Earharts. These aviators were impressing young minds in the 1930s with daring feats, barnstorming, record breaking, and the hero’s heralding in the media. Further grandeur was fostered with the onset of the war, where an air of nobility had surrounded the aviators of the previous world war. The Stearman was there to remind these would be aviators that it’s not quite as easy as it looks. In fact, most trainees would wash out on the Stearman in the initial phase of pilot training. It was on the Stearman where a trainee’s evaluation to handle basic aerial maneuvers determined whether they were suited for further advancement, or if they should be moved to another calling. Stearmans were often subjected to rough and poorly controlled landings and ground handling, courtesy of their trainee



pilots. As such they were frequently subjected to wear and tear and complete damage of wings and other components. It was these frequent mishaps which earned the Stearman the moniker of *Yellow Peril*. The exact inventory for Stearmans was always uncertain, as the high volume of spare parts could be counted as complete additional aircraft.

### T-6 Texan

If you were adept enough to not crash a few Stearmans, you would then advance onto the T-6 Texan. Your training aircraft was now a monoplane, closed-cockpit aircraft which would more closely resemble the fighter aircraft now in service. With it being the onset of the war, pilots were in high demand. Knowing that you could fly a Stearman, your overall required training hours were reduced. You would still spend 75 of the 200 total required hours in the Texan. You would learn more advanced combat maneuvers, formation flying, and more sophisticated instrument flying. The T-6 was known as the pilot maker, as it was the segue between basic training on the Stearman and training for combat.



### T-33 Shooting Star

The P-80 Shooting Star was the United States' first operational jet fighter, which was first introduced at the end of World War II but never saw combat. The jet age, appropriately, would take off very fast. New designs were constantly being introduced and then superseded. This was the case with the P-80, which introduced the first teething pains of jet flight. To begin, the straight wings were ideal for propeller aircraft, but not so for



the higher speeds of jet aircraft. The P-80 was rapidly replaced by swept-wing variants such as the F-94 and the F-86. The P-80 would still see limited action in Korea, even downing a MiG-15 in 1950. Although replaced, the P-80 would still serve a purpose in its next life as a modified trainer. The Air Force's training curriculum still consisted of the PT-17 and the T-6, but these were prop-driven aircraft. Flight characteristics were inherently different between prop aircraft and jet aircraft. Some examples included landing approach, where prop-

induced drag at lower speeds was not available from a turbojet, and jet engines also responded slower to prop engines in a go-around. As a result of this and other characteristics, the loss rate due to accidents in the P-80 was very high. To bridge this gap, Lockheed then created the T-33 from their P-80 airframe. The two variants were much the same, with the exception of a three-foot extension in the T-33 fuselage to accommodate a tandem seat and flight controls. While only 1,718 P-80s would be built and would see limited service, more than 5,690 T-33s would be produced and would see service as trainers around the world until as late as 2017. The T-33's would serve as the Air Force's primary jet trainer until being replaced by the T-37 Tweet and the T-38 Talon just over a decade later. The T-38 still serves to this day as the US Air Force's

primary trainer. NASA also continues to use the T-38 from the days of the space race as a chase plane and personal transport for astronauts. The recently announced T-X has been awarded to Boeing and is scheduled to deliver in 2034, replacing the T-38 after nearly 75 years in service.





## Memorial Day—Arlington National Cemetery



It is the hope of every veteran, grieving family member, and patriot, that the true meaning of Memorial Day is not lost in the kickoff to vacation season. Walking through Arlington National Cemetery serves as a firm reminder of the alter upon which our freedoms are earned. Although both Arlington and Memorial Day have their roots in the American Civil War, which had an estimated death toll of 625,000 men (2% of the population, which would equate to 6.5 million casualties in the current US population), today we pay particular attention to those lost in World War II. A total of 416,800 men gave their lives in this conflict (sources differ). Arlington serves as an excellent survey of that magnitude, as the 400,000 graves are roughly equal in magnitude to the WWII casualty number. Although the cemetery encompasses every conflict, minding the magnitudes by themselves helps to appreciate the sacrifices in the Second World War. The entire nation rolled up their sleeves to go to war, but just over 400,000 would pay the ultimate price. This is a number that if lain side by side would span the horizon for as far as you can see, as Arlington helps to illustrate. These were 18-19-year-old boys who had aspirations, lives to look forward to; 416,800 of them. Surveying the landscape where crosses span from end to end, I am again taken back to the Civil War, with Abraham Lincoln's Gettysburg Address. In the span of 272 words, President Lincoln immortalized those who paid the price in every conflict. "It is for us the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us -- that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion -- that we here highly resolve that these dead shall not have died in vain -- that this nation, under God, shall have a new birth of freedom -- and that government of the people, by the people, for the people, shall not perish from the earth."





## Utah Wing's Newly Elected Officers

**Wing Leader**—Matt McNamara

**Finance Officer**--Dave Gorrell

**Operations Officer**—Chris Ryan

**Maintenance Officer**—Thayne Harbaugh

**Adjutant Officer**—Robert Meals

**Education Officer**—Beth Ann Schneider

**Safety Officer**—Bill Noland

## Veterans Project

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

James Humpherys

Phone: (801) 928-6950

Email: [James.A.Humpherys@gmail.com](mailto:James.A.Humpherys@gmail.com)

## ***Special Thanks to Our Sponsors***

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

<i>Redmond Real Salt</i>	<i>Lee's Market</i>	<i>Zermatt Resort</i>	<i>Heber City Corp.</i>	<i>UAMPS</i>
<i>Ridley's Market</i>	<i>Heber City Smith's</i>	<i>Heber City Walmart</i>	<i>Holiday Inn Express</i>	<i>CRC Designs</i>
<i>Brian Lee Farmers Insurance</i>	<i>CRC Designs</i>	<i>Zions Bank</i>	<i>Ackerson Eye Care</i>	<i>Wasatch Wave</i>
<i>Park City Rotary</i>	<i>Midway AmBank</i>	<i>Burton Lumber</i>	<i>Tracer Barricades</i>	<i>Watts</i>
<i>Enterprise Utah Division of Arts &amp; Museums</i>		<i>K.W. Robinson Construction Inc.</i>		<i>Diversify</i>
<i>Wealth Management</i>				

## ***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 4--October 26, 10:00 AM to 4:00 PM, Saturdays and Sundays only.

### Contact Information

Phone: 435-709-7269

Ride Coordinator:

Chris Ryan

801-719-8876

<https://www.cafutahwing.org>

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And Instagram:

[https://www.instagram.com/caf\\_utahwing/](https://www.instagram.com/caf_utahwing/)

## ***B-17 Rides—Arizona Wing Information***

<https://www.azcaf.org/location/heber-city-ut-tour-stop/>