



AIRBASE GEORGIA *Dispatch*



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January 2023

Education through living history.

Keep 'em flying.

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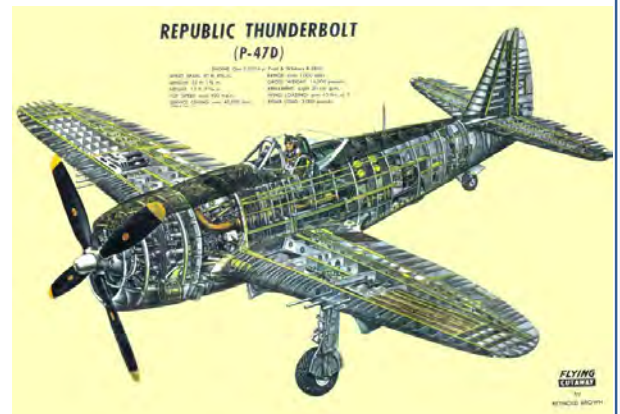
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From the editor: So much good news inside. Significant progress is being made with the PT-19 (page 12) and with the *Stearman* (page 15), and work on the *Thunderbolt* will be greatly enhanced with the addition of an unexpected \$100,000 grant (page 20). Even the *Corsair* is getting a makeover (page 19). And membership? ... under the recruitment efforts of Recruiting Officer Col Jim Dalton and other Cols, at least 15 new Cols joined the ranks in January and February (page 3). And living history is alive and well as evidenced by the efforts of Col Robyn Rosenzweig as Rosie the Riveter (page 11). To help keep all of us safe, Col Steve Hoofnagle is making rapid improvements in the area of safety (page 7).

Please enjoy this issue.

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From the Left Seat

Col Joel Perkins, Airbase Georgia Leader



Remember in the last Dispatch issue where I said that Airbase Georgia is off to a great start in 2023? Well, that was a complete understatement. Let's just take a quick look at the latest events.

- Over the last two months, Airbase Georgia has conducted numerous first-class ground schools for pilots, and marshalers and this weekend, Feb. 28 we will have a rides class. These classes are professionally conducted requiring hours of preparation. Thank you to all of our instructors for making us the gold standard for the CAF in training.
- Have you seen the *Stearman* lately? If not, go take a look. The *Stearman* team is making amazing progress. This will be a museum-quality restoration and guess what? It is not going to be in a museum piece sadly tucked away and silenced. We are going to fly it and fly it a lot. I think this will be one of our best rides aircraft. Several members of this team had never worked on an aircraft restoration before and just look at what they have accomplished. Hats off to Randy for teaching and guiding these very special volunteers.
- I am thrilled to report that the *Corsair* paint job is moving along much faster than we anticipated. As of this writing on Feb. 20, the *Corsair* has received its new blue coat, the tail feathers have a fresh checkerboard, and the star and bar with 530 are freshly restored on side of the fuselage. It looks amazing!!
- I have saved possibly the best for last. We have received almost \$140,000 for our P-47 project. Part of this was raised through extremely generous donations from the Twelve Planes of Christmas. I want to pause here and direct this personal thank you to all you of who have

supported this project with your donation to Twelve Planes. You have inspired the people directly

working on the airplane in a way I can't express. **Thank you.** During this portion of our funding efforts we were producing videos, and doing interviews, Cayla Mcleod with AOPA produced an article that got us more attention, and Chris Madrid was hard at work behind the scenes with communications. It was truly a team effort. I can only imagine that all of this combined effort got the attention of the Ray Foundation and then we got the call. The Ray Foundation, like all of us, wants to see this incredible airplane in the air. The Ray Foundation came alongside us and donated \$100,000. That is just amazing. Now we as Air Base Georgia have a responsibility to honor every dollar of these generous commitments. How do we do that you ask? We are doing it. We have a very mature restoration plan for the P-47. It's happening right now. It's moving forward and if you want to be a part of this once-in-a-lifetime project we need to look forward to Phase 2. This is the engine, propeller, and avionics. These are longer-term items that we need to start thinking about now. Just like the *Stearman*, the P-47 is going to move forward. That's what ABG is known for. World-class aircraft operations and restorations.

I am truly humbled to lead this organization of committed professionals. →

Welcome, New Cols

A number of new Cols were inducted in January and February ... some were sworn in inside ...



Top left: Ray Taylor Top right: Danny Kamal



Left: Thomas Pfingsten

Below left: Stephan Kruit

Below right (L to R) David Eastis; David Walker

Photos by Col Michael Wewers



New Cols (cont.)

... and some others were sworn in outside ...



Top left: Col Jim Dalton with Tony Berg.

Top right: Judy Dalton Lewis.



Left: Chad Causey.

Bottom left: Jan Spell.

Bottom right: Casey Graybeal.



New Cols (cont.)

... and some others were sworn in, but somehow in the process of taking photos and getting names, the gremlins were busy and connections were lost. Therefore, we have five new Cols who, for the time being, have been designated as "Mystery Cols." If you are one of the Mystery Cols, please email the editor at fsk47@yahoo.com so a new page (this time with names!) can appear in the March issue of the Airbase Georgia Dispatch.



Top left: Mystery Col #1

Top right: Mystery Col #2



Left: Mystery Col #3

Bottom left: Mystery Col #4

Bottom right: Mystery Col #5



ON THE ROAD AGAIN!

BUS TOUR TO

THE MUSEUM OF AVIATION

ROBINS AIR FORCE BASE, WARNER ROBINS, GA

Once again, Col Bill Bateman has put together a trip – this time to the second largest aviation museum operated by the United States Air Force.



WHEN: Tuesday, May 2, 2023.

0800 DEPART: Airbase Georgia Hangar.

0930 ARRIVE: Robins AFB with tour guide of AFB and lunch until 1245, then depart for museum.

1300 ARRIVE: Museum of Aviation, with tour guide from 1315 to 1545 (museum closes at 1600).

1600 DEPART: Museum of Aviation for Airbase Georgia with estimated arrival time of 1800.

COST: \$45 for bus transportation and \$8 for lunch at the base.

CONTACT: Col Bill Bateman for any additional information. Col Bateman will handle all transactions. Contact: 678 -392-2515 (cell) or 770-703-1552 (home).

Safety Update

Col Steve Hoofnagle, Safety Officer



We made some progress on PPE this past month. In addition to the new Class B (Class B is for industrial locations vs. Class A for offices, etc. - who knew a "B" is better than an "A"?), we have new safety glasses and ear plug dispensers in the Shop and Hangar. See pictures below.

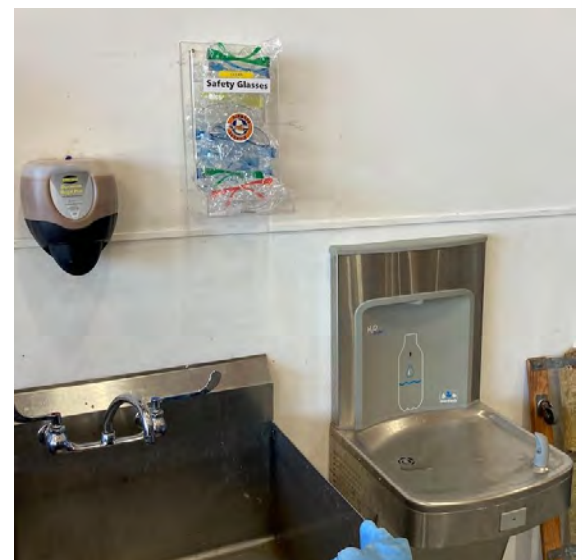


Above: Safety glasses in the shop. Below: First Aid kit, MSDS, and earplugs in the hangar.

Please feel free to KEEP your pair of safety glasses as your own (one per customer, please). If you just need a temporary pair (especially for visitors), please return them to the "worn" container located next to the dispenser where they will be cleaned/sanitized and "recycled" for the future.

We encourage you to wear safety glasses any time you are in the Shop and especially if you are working with hand or power tools or chemicals. Same for the Hangar when you are using tools or chemicals (e.g. working on aircraft).

Below: Safety glasses in the hangar.



Safety (cont.)

We have established recorded monthly/quarterly fire prevention inspections (required in addition to the annual inspections), with Cols Ted Neville and Ron Gause helping with the monthly inspections of the fire protection and safety equipment.

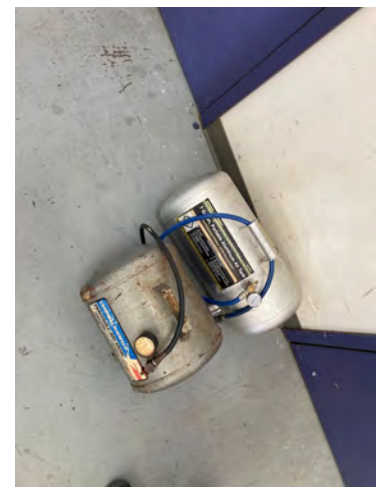
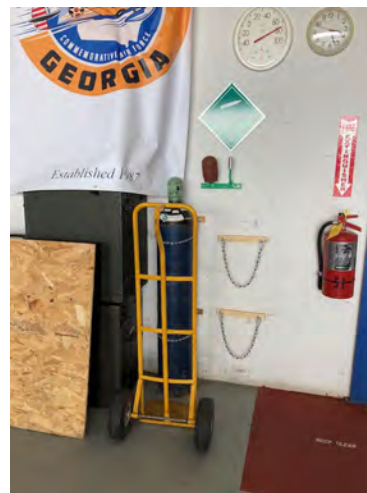
Col Dave Richardson has volunteered to update our MSDS documentation and will present some information on how to read/understand/use MSDS sheets at an upcoming Monthly Meeting.

Some recent safety concerns raised by your fellow Airbase Members include:

Trip hazards in the Hangar, especially tow bars left attached to the aircraft (sticking out in front) and electrical cords and air hoses laying out after the planes have been moved out. Please stow the towbars after the aircraft are parked and coil-up and stow all cords and hoses after use.

Parking on both sides of Echo Court (as you drive down our street towards the Airbase, the right hand side is "no parking" – there is a sign as you turn onto Echo Court). This can make it difficult for emergency vehicles (like big fire trucks) to negotiate the street and also presents bottle necks for traffic and pedestrians). Please only park on the "northeast" side of our street (on the left as you drive in).

Storing pressurized gas cylinders and tanks (e.g. nitrogen) in the Air Compressor Room. If they leak into the room, it becomes a suffocation hazard to anyone entering the room. Please store all gas cylinders, including the small tanks for adding nitrogen to tires, outside in the chained rack next to the Air Compressor Room. See pictures below.



Please store gas cylinders outside the small, unventilated Compressor Room.

We will be having Active Shooter Training following the April 1st Monthly Meeting. If you want to participate, just plan to stay after the meeting is concluded.

I don't need to remind anyone how important "safety" is. We have a lot of potential hazards at the Airbase and we want to be sure we leverage "prevention" with regular training and inspections and also are prepared to "control" any incidents that might happen despite our best efforts at prevention.

Every member of Airbase Georgia is responsible for safety. You are all my eyes and ears, so please feel free to contact me at any time with any safety related concerns.

"Safety is something that happens between your ears, not something you hold in your hands." – Jeff Cooper

safety@airbasegeorgia.org
770-309-5584

EDUCATION OFFICER

Col Jane Simpson

Another year to celebrate the opportunities to share our mission with our community! For those of you who attended the last general member meeting, I mentioned that my goals for 2023 are as follows:

1. Continue artifact identification and create short summaries for QR codes.
2. Establish a Docent Handbook and create a training workshop (probably April)
3. Continue to encourage training workshops for Marshals, Non-A&P Restoration, Rides, and Living History
4. Continue to seek sponsorship and funding for the museum and for educational programs

World War II Heritage Days will be rescheduled to next year, while we attempt to fill key leadership positions and ways to bring back the two day event. We have plans to host a Veterans Day program, and a Hangar Dance this year.

LIVING HISTORY

The current generation has been raised on smartphones and social media, and therefore teaching this generation is much more effective with visual cues as opposed to lectures. CAF Colonel Robyn Rosenzweig took her Rosie show to fifth graders in Jackson County this month. They loved it! This is an aspect of WWII Heritage that we can continue to promote – did you see the HQ Dispatch on Living History this past month? When the Docent Workshop is held, I hope to have a section highlighting how we can use this teaching technique. The heroes of WWII have so many valuable lessons that we need to pass on to future generations. Thanks Robyn! Who's next?

Col Rosenzweig entertains fifth graders with stories of Rosie the Riveters – Living History in Action!

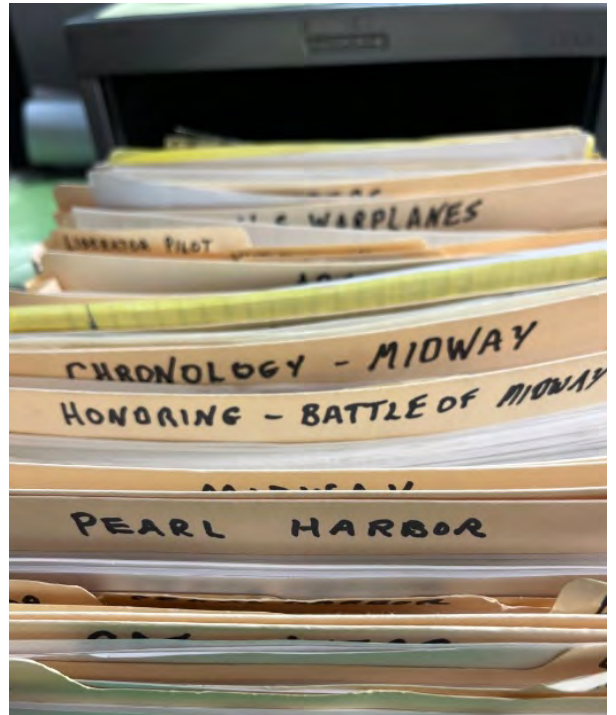


Education (cont.)

EDUCATION FILING CABINET

In addition to identifying artifacts and creating informational summaries, there is the task of going through the Education Filing Cabinet. It has a wealth of information about WWII events, and possibly even some other surprises for us. If you have time on the weekend, get in touch with me, and we'll start the task of sorting it out.

Some of what we will encounter:



ROSIE IN THE CLASSROOM

By Col Robyn Rosenzweig

"On February 10th, I had the opportunity to give a Rosie the Riveter presentation to the 5th grade at West Jackson Elementary School in Hoschton, Georgia. They are currently studying WWII, so this was a perfect opportunity to present them with a bit of living history. I shared with them the importance of women's contributions to the war effort as well as how their work shaped the future of women in the workplace. They asked a lot of questions, they loved my Rosie attire (the teachers and staff did too,!) and they had fun handling the rivet gun, bucking bar and rivets I brought for show and tell.



The Airbase Georgia Living History program is a fun and educational platform for kids and adults. I look forward to growing the program!



PT-19 Corner

Col Tom Thompson

We can report this month that both wings are completely covered, prepped, and ready for priming. Work has begun on the wing center section. It's apparent that, during original manufacture, the center section was completed before mating with the fuselage. We will not separate them again, so we are being creative scheduling the steps to inspect, repair and cover the center section. Currently, repairs are complete and the center section is receiving coats of sealer in preparation for re-covering with fabric.

The vertical stabilizer repair is complete and it is covered with fabric. The rudder was re-covered within the last few years and does not require new work. The horizontal stabilizer is complete on one side and new plywood covering is being fitted.

On the PT-19 the upper third of the fuselage is covered with various sheet metal parts. The fairings streamlining the fuselage-to-flight surface joints are also metal. This month we started stripping and inspecting these non-structural metal parts. They will be repaired as needed and primed in preparation for final paint job. ➔



Left: Col Chris Buzzeo, Mike Lamble, and Brad Postal move the freshly covered PT-19 wing onto a storage rack.

Below: Mark Chabot uses a tap to clean out the threads on the PT-19 fuel tank.

Photos by Col Charles Burcher.



PT-19 Corner (cont.)

Right: Cols Jim Prendergast & Forest Buchanan brush urethane sealer on bottom of PT-19 horizontal stabilizer. After drying it will be flipped over, epoxyed and temporarily nailed to wooden structure until glue dries.

Photos by Col Charles Burcher



Left and below: A PT-19 wing gets a primer coating from Col Randy Hawkins.



PT-19 Corner (cont.)

Photos by Col Charles Burcher

Left: Col Mark Chabot works relief cuts on horizontal stabilizer to make it fit the curvature.

Below: Cols Forrest Buchanan & Jim Prendergast prep PT 19 parts for painting.



And ... late breaking news, on February 22nd the CAF sponsored a Webinar about the PT-19, featuring the project manager, Col Tom Thompson, along with Cols George Harrison and Col Randy Hawkins. It was very interesting learning about the construction of the ship as well as the connection to the Tuskegee airmen in Alabama. The plan is for the paint scheme to match that of delivery to Moton Field in 1943.

Stearman Update

Col Jeff Clark

The *Stearman* team continues to make amazing progress, with work moving forward on several different parts of the airplane simultaneously. After Col Frank Piasecki meticulously rebuilt the wood in the center section and repaired the fuel tank, Col Mike Lamble began the covering process of the center section. The bottom covering has been completed, the fuel tank has been installed, and now the top is ready for fabric.



Initial fit of fabric on bottom of center section.



Bottom covering complete (with cabane struts temporarily installed for fitting).

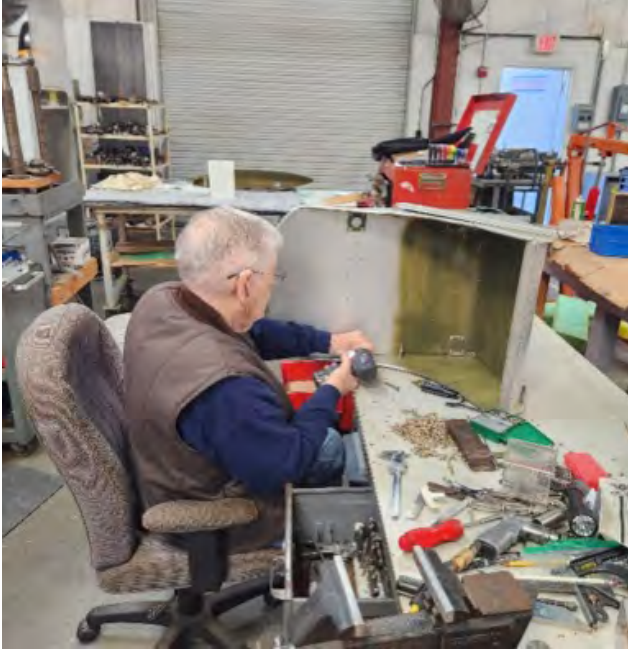


Left: The airplane's seats have been surprisingly frustrating because the seats that came with the project were not complete. Many of the mounting fittings and mechanisms that enable up/down adjustment were missing.



Stearman Update (cont.)

Undeterred by the challenge of missing parts for the seats, Cols John Flynn and Tagg Taggart have been machining these components from the original drawings. There is still more work to do, but they made it to the point where they could install a seat in the rear cockpit to test the fit. Judging by the smile on Col Joe Broker's face, he is satisfied with their work.



Left: Col John Flynn works on one seat, while Col Alistair (Tagg) Taggart works on the other one.

Below: Col Joe Broker is happy with the results. (And happy to be the first person to sit in this airplane in a while!)



Stearman Update (cont.)

In parallel to all of the work on the seats, *Stearman* rockstar Col Malcolm Lelliott has continued his work inside the fuselage. After completing the initial electrical wiring, Malcolm has moved on to the fuel system. He completed installation of the priming system, moving the location of the primer from outside the aircraft by the engine to the rear cockpit. The primer was originally installed outside because WW2 airplanes did not have electrical systems or electric starters. Starting was accomplished by a ground crewman hand cranking an inertial starter from outside. The primer was located next to the crank to facilitate access by the crewman. Since our airplane will have an electrical system and a starter, Malcolm thoughtfully installed the primer in the cockpit for the convenience of the pilots.



Left: Col Malcolm Lelliott test fits the fuel line that will run from the upper wing down to the selector valve.

Right: - Starting a Stearman the old-fashioned way – with a hand-cranked inertial starter. Fortunately, our airplane will have an electric starter.



Stearman Update (cont.)

Coming up, the team will finish installing the seats and cockpit instrumentation to ready the fuselage for covering. They will also start inspecting and repairing the wooden wings.

The covering process for fabric airplanes like the Stearman is becoming a lost art, but we now have a team of volunteers who have become very talented in these techniques. If you would like to learn these skills and help get this historic aircraft in the sky once again, please reach out to jeff.clark@airbasegeorgia.org. Prospective Airframe and Powerplant mechanics can possibly use this work towards their FAA-required apprenticeship.



Above: Move the PT-19 wing out, move the *Stearman* wing in - Cols Mark Chabot, Brad Postage, and Mike Lamble bring the wing in to start covering process. Photos by Col Charles Burcher

Below: Col Lelliott continues his work on the Stearman.





Col Stan Musick prepares to fly the Corsair to Delta Airlines, (below) where it will receive a new paint job. Paint scheme will remain the same only shinier.

Photos by Col Charles Burcher



CAF Airbase Georgia Receives Grant

CAF Airbase Georgia received a \$100,000 grant from the Ray Foundation for restoration work on our P-47 *Thunderbolt*! The grant follows our successful 12 Planes of Christmas fundraising campaign in December and January that raised more than \$38,000. That is great progress toward getting her back in the air, but it will take even more to complete the project. If you'd like to pitch in, check out: <https://bit.ly/3Q5MMAw>



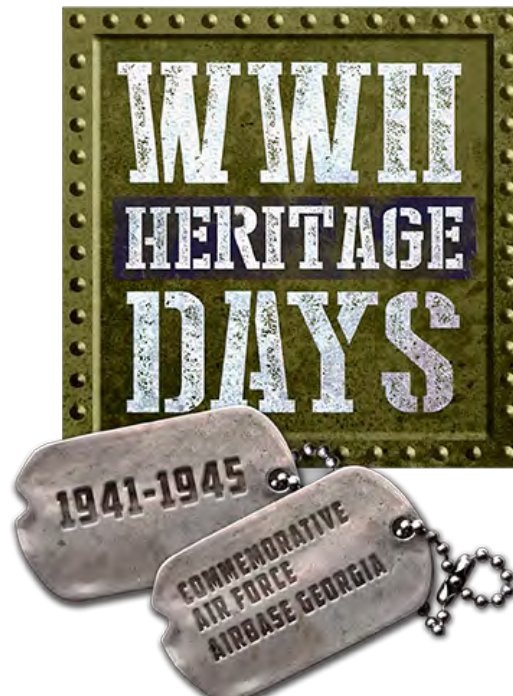
Thankful members pose in front of the P-47 while flanked by our P-51D (left) and the Tuskegee Airmen's P-51C on the right.

Bellow: Col Rodney Higgenbotham tries out the cockpit in the *Thunderbolt*.



Photos by Col Michael Wewers

WWII HERITAGE DAYS ANNOUNCEMENT



WWII Heritage Days Family,

CAF Airbase Georgia first hosted WWII Heritage Days in 2023. The event was conceived as a one day education open house. With the exception of 2020 when the event was canceled due to COVID, each year we have celebrated the 1940s and saluted the Greatest Generation. Together we have honored World War II veterans, recreated history and introduced thousands of school age children to their legacy. We have made many friends over the years.

At the same time, CAF Airbase Georgia has continued to pursue its core mission of restoring, maintaining, and flying vintage World War II aircraft. We are now in the process of restoring a PT-19, Stearman and P-47 Thunderbolt.

After much consideration, CAF Airbase Georgia has decided not to host WWII Heritage Days this year. As the event has grown, it has become increasingly complex and more expensive to produce. We will take the time to examine and redesign the event with the goal of celebrating the 80th Anniversary of D-Day in 2024. Our vision is to create a two-day military and Home Front living history experience with a 1940s Hangar Dance. Over the next few weeks we will gather suggestions for event design and participation from past participants.

Finally, we are planning to host a Veterans Day Open House, Sat Nov 11, 2022. We are also exploring hosting a 1940s Hangar Dance in the Fall. Please follow us on Facebook and Instagram for updates as we work to educate, inspire, and honor.

Keep 'em flying!

Chris Madrid
Development Officer
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Heroes of Aviation

By Col Casey Roszell

Major General John E. "Jet" Taylor Jr. Flew 250 combat missions

Considered by some as one of the greatest P-51 *Mustang* pilots, Taylor joined the Army Air Forces, and, after completion of flight school in 1943, flew P-51s out of England in WWII and had three ground kills. After the war he flew *Mustangs* in the Indiana Air National Guard, which was activated for duty during the Korean War, where he flew the F-51 *Mustang*, F-84 *Thunderjet*, and F-86 *Sabre*, completing 250 combat mission - the most of any U.S. pilot. He ended the war with 2.5 MiG kills.



Above: LT Taylor in England.

Below: Undated photo of Taylor sporting a "combat stash."



At least one unverified source indicates that he was the first and only pilot to qualify in air to ground gunnery in the F-51 while flying inverted.

During one mission in 1951 Taylor was leading his flight on a close support mission over ground troops when his right napalm tank was hit by anti-aircraft fire and ignited. He refused to drop the flaming napalm tank over friendly troops and positioned himself for an assault on the enemy, scoring a direct hit. Even though his wing was severely burnt, he pressed successive attacks on the enemy with rockets and machine guns. For this action he was awarded the Silver Star.

At the end of the Korean War, he returned to the Indiana ANG, eventually transferring to the 121st TFW, Ohio ANG to fly F-100 *Super Sabres*.

The 121st was activated in January 1968 during the Pueblo Crisis. During this period,

LTC Taylor was appointed Commander of the Kansas 127th TFS at Kunsan AFB, Korea, and also flew F-100 combat missions with units deployed to South Vietnam.

Following the deactivation of the 127th in June 1969, LTC Taylor transferred to the Air Force Reserve as Commander of the

507th TFG at Tinker AFB, Oklahoma City, OK. A few months later, promoted to full Colonel, Taylor became Commander of the 301st Fighter

Wing at Carswell AFB, which included the 507th TFG at Tinker AFB, and 508th TFG at Hill AFB, Ogden, Utah, all flying the F-105 *Thunderchief*.

While at the 301st, he was promoted to Brigadier General. In 1977 he was appointed 10th AF Commander at Bergstrom AFB and Promoted to Major General.

Retiring in 1984, he had earned the Air Force Distinguished Service Award, Silver Star, Legion of Merit with 2 oak leaf clusters, Distinguished Flying Cross with 3 oak leaf clusters, Legion of Merit with 2 oak leaf clusters, Airman's Medal with 2 Silver and 3 Bronze oak leaf clusters, Bronze Star, Purple Heart, Air Medal with 13 oak leaf clusters.

Taylor passed away in 2019, a true hero of aviation. →

Main sources: Super Sabre Society; American Air Museum in Britain



ON THE HORIZON

March 4, 2023

Staff & Members Meetings

April 1, 2023

Staff & Members Meetings

May 2, 2023

Trip to the Museum of Aviation (see page 6)

May 6, 2023

Staff & Members Meetings

June 3, 2023

Staff & Members Meetings

The Ball Turret on a B-17 Bomber circa 1943. The brave Gunners operating this small claustrophobic contraption had to endure sub-zero temperatures, hours spent breathing through an oxygen mask and cramping in their muscles from sitting hunched in a fetal position for long periods.

