



AIRBASE GEORGIA *Dispatch*



AIRBASE GEORGIA, COMMEMORATIVE AIR FORCE, PEACHTREE CITY, GA
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March 2023

Education through living history.

Keep 'em flying.

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Membership grows as new Cols are inducted in March. See page 3.



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From the Left Seat

Col Joel Perkins, Airbase Georgia Leader

This past weekend I attended the CAF Winter Staff Conference with Stan Musick and Philip Beegle as representatives of Airbase Georgia. I attended several breakout sessions including the Twelve Planes of Christmas, the check pilot session with Bob Heath, and the Unit Leader Roundtable that was led by Hank Coates. All these sessions had value and were informative and certainly worth the trip. With that said these organized sessions are not where the gold is. The most powerful part of the experience is the opportunity to interact with peers from other units. Stan, Philip, and I were able to spend significant quality time with leaders of the Nashville (Music City Wing) and the Birmingham Escadrille. We all share the same passion for these airplanes and the people we work every day to remember and honor. They understand, as we do that, that we are the current caretakers of these incredible machines that are our tools to tell the story for those who no longer can. As our motto states, "OUR MISSION IS TO EDUCATE, INSPIRE, AND HONOR THROUGH FLIGHT AND LIVING HISTORY EXPERIENCES."

Both of these units are very new and they had lots of questions which we were all glad to answer. (To the best of my ability as I am still learning.) I quickly realized that they looked up to us. I think that sometimes we are so busy with the day-to-day airbase activities that we forget what a tremendous unit we have become. We are the gold standard in restorations. Our maintenance is second to none in the CAF. Our pilot training, inflight and on the ground, is the best the CAF has to offer. Our team has some of the most talented and skilled people in the industry. We, meaning all of our members from the beginning to now, have created something really special and others have taken notice.

I am excited to tell you that we will be seeing these people at our hangar. Chris Madrid has been instrumental in communicating with our regional CAF units and creating opportunities for us to work together to support each other. We are going to continue to build these relationships. I believe we are stronger together. This year we are facing difficult economic times as are they. Difficult but not impossible. Airbase Georgia has a long history of meeting challenges head-on and

being inventive, tough, and resilient. We are in a great position for continued success.

Thank you all for what you do every day.



Welcome, New Cols

Five new Cols were inducted in March ...



Top left: Recruiting Officer Jim Dalton welcomes new Col Kyla Young.

Top right: Eric Jacobowski



Middle left: Col Aynsley Hunneycutt.

Bottom left: Mark Richards

Bottom middle: Jeff White

Bottom right: One of our "mystery Cols" from February has been identified - Rodney "Shorty" Brown

Photos by Col Michael Wewers



Safety Update

Col Steve Hoofnagle, Safety Officer



We have confirmed that Active Shooter Training is to be provided by the Peachtree City Police Department. This will take place immediately following the Saturday Monthly Meeting on 1 APRIL 2023 around 2PM. Attendance is encouraged and is voluntary.

We are targeting to have CPR/AED and First Aid Training in May. Details will follow in the Dispatch and via Hotline emails.

We continue to make progress with Personal Protective Equipment (PPE) provided in the shop and hangar. There are now flexible side guards that can be used on your prescription eyewear (see the safety glasses area in the Shop and thanks to Col Dave Richardson for getting these). Please let us know if you have any additional safety related equipment needs.

Col Keith Cox has inventoried and inspected our ladders and is reviewing any testing/certification needs. We will have some training on ladder safety later this year.

Col Dave Richardson is working to update our Safety Data Sheets (SDS, formerly MSDS) and will provide some training on them later in the year. He is also working on testing/inspection of the life safety equipment including the emergency shower/eye wash.

Col Ron Gause is working on inspections of the various Life Safety testing/inspection requirements.

A few safety concerns pointed out by Airbase Members this month include:

1. Be sure to label all spray bottles and other containers accurately (e.g. "Mineral Spirits"), so that the contents are accurately identified.
2. Be sure to stow all tow bars when not attached to parked aircraft to help reduce the trip hazards.
3. Be sure to stow all cords and air hoses after use – also trip hazards.
4. Please let us know if you would like to join our Safety Team as we have plenty of areas where you can contribute. All you need is a desire to help ... we'll provide any needed training.

Never give safety a day off. ...



Corsair Returns to Airbase Georgia



Photo: Col Charles Burcher

The World War II era Corsair fighter based at Commemorative Air Force (CAF) Airbase Georgia has a new coat of navy-blue paint, courtesy of PPG and employee volunteers at the Delta Air Lines Technical Operations Center in Atlanta. Recently featured in the movie, "Devotion," the FG-1D Corsair was carefully stripped to bare metal and repainted to return it to like-new condition. The paint design represents VMF-312, a Marine Corps squadron known as the "Checkerboards" that flew Corsairs in WWII and Korea. The unit flies F/A-18 Hornets today.

"We are extremely grateful to the employees and volunteers at Delta Air Lines for restoring this Corsair to its original appearance," said Airbase Leader Joel Perkins. "This will delight the public and aviation fans who come to see the Corsair at airshows, aviation events and our Warbird Museum. We plan to showcase our Corsair at a Corsair Reunion scheduled for the EAA Air Venture in July, and for the Navy Legacy Flight Foundation program where it will fly in close flight maneuvers with today's frontline fighters."

This Corsair was built by Goodyear as a supplemental manufacturer, giving it the FG designation. It never saw military combat but was

used stateside in various roles until the U.S. Navy struck it from active duty in 1956. It was privately owned for a few years until it was sold in 1960 to CAF Hall of Fame member Marvin L. "Lefty" Gardner.

The Corsair was last painted in 2001 at the Vought Industries Dallas facility, where it received the number 530 from VMF-312, representing 1st Lt. MO Chance. CAF Airbase Georgia has been home for the FG-1D "530" since August 2012.

Chance Vought manufactured 12,571 F4U Corsairs in the longest production run of any piston-engined fighter in U.S. history (1942-53). The Corsair served in the U.S. Navy, U.S. Marines, Fleet Air Arm and the Royal New Zealand Air Force, as well as the French Navy Aéronavale and other smaller air forces, until the 1960s. It quickly became the most capable carrier-based fighter-bomber of World War II. Some Japanese pilots regarded it as the most formidable American fighter of the war, and the U.S. Navy counted an 11:1 kill ratio with the F4U Corsair. The Corsair also proved to be an excellent fighter-bomber, serving almost exclusively in that role throughout the Korean War and during the French colonial wars in Indochina and Algeria.



Corsair Photo Takes Second Prize



Once again our own Col Matt Kenner placed in the CAF's annual photo contest. With this stunning photo of our Corsair, still wearing the temporary paint job for the movie "Devotion," Matt took second place in the CAF Aircraft category. The aircraft was piloted by Col Stan Musick.



Rides Update

Col Yvonne Haley - Rides Officer

I am excited and honored to be your new Rides Officer. I assumed the role as Col Jim Stearns decided to pass on the torch. Jim and Col Stephen Hoofnagle have helped me transition and get up to speed. They have done a wonderful job in this position and have started me off with a well-established process. I look forward to continuing their momentum.



Year to date, we have completed 33 rides in the P-51, SBD, LT-6, and T-34. As of writing this, we have 58 purchased rides to be completed sometime this year. The P-51 is by far the most popular and is booked full until June.

The Rides Operation reaches across the USA and worldwide. Recently, in the span of one week, we had three riders travel from Qatar, Maryland, Arkansas, and South Carolina. I want to send a huge "Thank You" and "Job Well Done" to everyone who helped get the rides safely completed. We received feedback from various riders who were so impressed with our operation. For many, this experience is a bucket list item. They walk in the building with a face of anticipation and taxi back in with a face of pure excitement and joy. I hope all of you realize that whatever role you play, we are part of their "Once in a Lifetime" experience and are doing our mission to Educate, Inspire, and Honor through flight and living history experiences.



Our riders from Qatar: Above: Mark in the *Mustang*.
Below left: Simon in the SBD; Below right: Graeme in the SBD.



Rides Update (cont.)

Our volunteers have witnessed the difference it makes when they give riders and their guests a tour. After a recent P-51 ride, the passenger and his wife asked how they could come back and get involved with helping. He was so excited that he offered to scrub the toilets! While waiting for their rides, a mother (Summer, right) and daughter (Cam, far right) were given a tour of the hangar and shop. They ended up spending a lot of time in the shop with Col Rodney Higginbotham and the CNC machine named "Milly". The daughter is headed to college in the fall to study computer science and said "Milly" was the coolest thing she had seen that day. Through the tour, the daughter was able to make an unexpected connection between computers and making parts for airplanes. She has already found the CAF unit near her college in Salt Lake City, UT and hopes to help them make aircraft parts. The time that we take to accommodate our guests can have invaluable effects on them and Airbase Georgia.



The Reading World War II weekend is just a few months away, June 2-4, 2023. You can visit www.MAAM.org and see all the airplanes available for rides that weekend including ours! Col Jeff Clark has graciously donated his time and talent in making it possible for Airbase Georgia to sell rides online. With this tool, we are able to advertise on Reading's website and have the ability to pre-sell and pre-book our P-51 and SBD rides. We currently have 10 rides booked.

All Airbase Georgia rides are posted on the Ops calendar. The calendar also contains other events being held at the hangar as well (Rentals, meetings, training, etc).

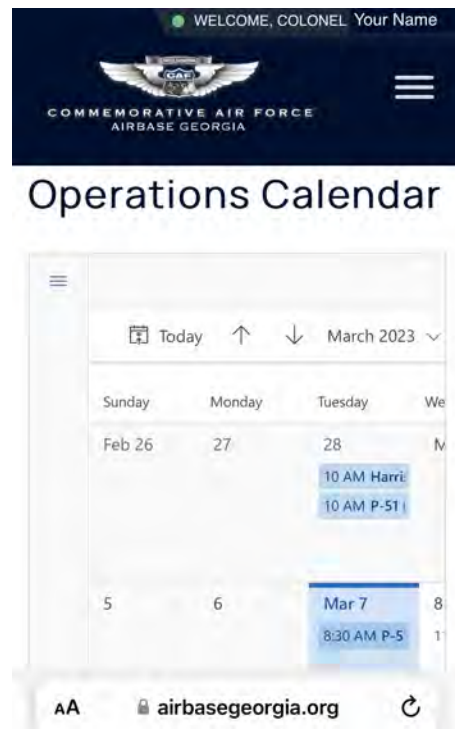
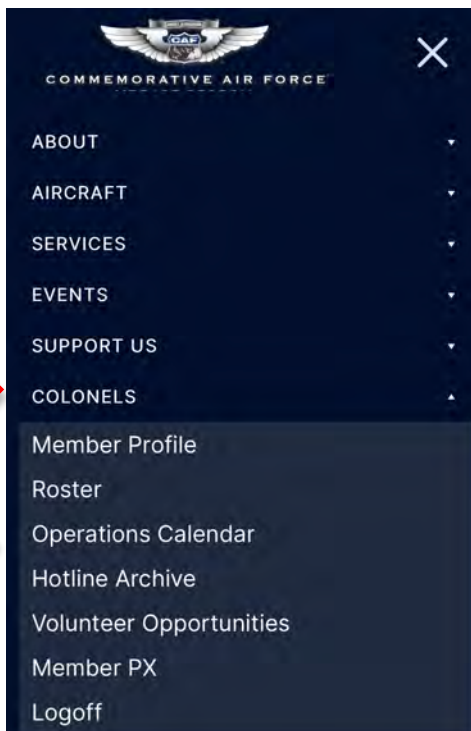
I encourage all members to use the Operations Calendar to find opportunities to participate and help out.

Members can access this calendar on the Airbasegeorgia.org website using the following steps.

1. Log in with your member number and last name

2. Click on "Colonels"

3. Click on "Operations Calendar"



Rides Update (cont.)



Members of the Rides Crew, ground crew, and pilot group attended the annual Rides Training in February 2023. If you missed the class and are interested in helping with rides, contact me to schedule your training at Rides@airbasegeorgia.org

Left: Col Jim Stearns uses his several years of experience as Rides Officer to review procedures.

Col Chris Madrid demonstrates the correct wearing of the rider's parachute. We've never had to deploy one yet, but as the pilot will tell you, "If you see me exiting the plane ... you'd better be right behind me."

Photos by Col Charles Burcher



Col Tom Walsh & Jacob Dalton demonstrate to the rides class attendees how to assist the rider into & out of the back seat of the P-51.



Scenes From The Hangar



Above: 9 AM on a Saturday, and dedicated Cols remind me of worker ants as they work on three different restorations. Photo by Col Frank Kalinowski.

Right: Col Andy Cash uses a torque wrench to secure a propeller blade to the prop hub of our P-63. Photo by Col Charles Burcher.



Scenes From The Hangar (cont.)



Above: What could be nicer than getting a new tug? How about getting one donated to the Airbase?



Left: Cols Melina Galizzi (sitting) and Robyn Rosenzweig take advantage of the nice weather to arrange T-Shirts for the PX.

Photos by Col Michael Wewers.



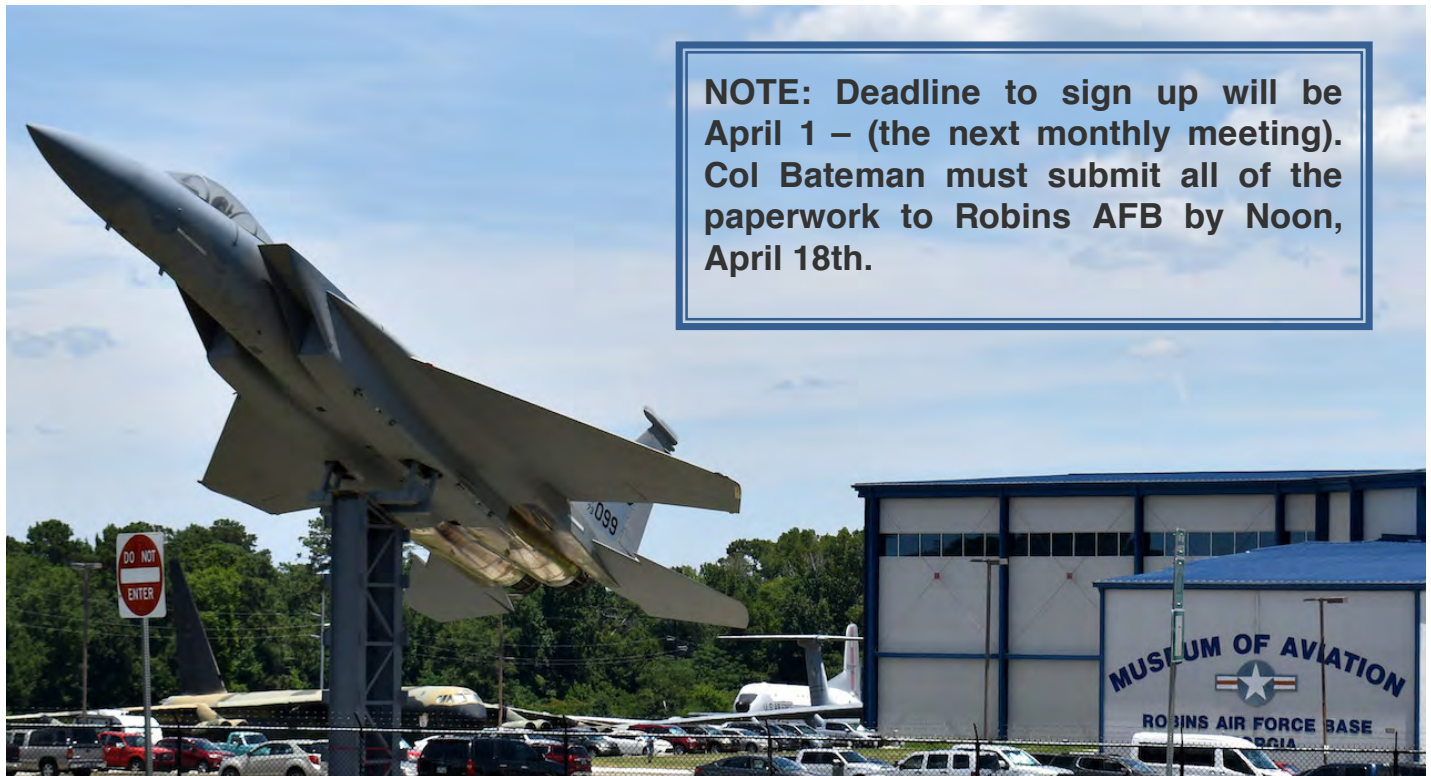
ON THE ROAD AGAIN!

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.



NOTE: Deadline to sign up will be April 1 – (the next monthly meeting). Col Bateman must submit all of the paperwork to Robins AFB by Noon, April 18th.

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).

EDUCATION OFFICER

Col Jane Simpson



IT'S FINALLY HERE!

**DOCENT WORKSHOP,
SATURDAY, APRIL 22
FROM 10:00 TO NOON**

The Docent Handbook and identification of artifacts is ongoing, but we can still train new Docents for Airbase Georgia tours. Join us on Saturday, April 22, from 10:00 to noon in the Airbase Georgia Conference Room. We will discuss:

- The role of the Docent
- Setting hours for tours and method of assignment
- Tools for learning about our artifacts and airplanes
- Techniques for tours (Col Womack will give us his tips)
- “Selling Airbase Georgia” – how to sell merchandise and rides
- Suggestions for public interactions (Col Tolbert makes this interesting)
- NEW! Living History – taking it on the road (Col Rosenzweig will lead this discussion, along with Cols Tolbert and Galizzi)
- Safety and emergencies
- [Anyone who wants to stay can “practice”!]

We will have refreshments for you, so PLEASE register so we know how many to expect. I have created registration for the workshop on Eventbrite:

<https://www.eventbrite.com/e/airbase-georgia-docent-workshop-tickets-583791886247>

If you have any questions, issues, or concerns, please contact me at jane.simpson@airbasegeorgia.org. See you at the workshop...



PT-19 Corner

Col Tom Thompson

The fuselage and wing center section that you see in the hanger are ready for fabric covering. However, we are waiting for more consistent warm temperatures to permit use of the product used to adhere and fill the fabric weave. Nearly all other wooden structures have been repaired, prepped, and primed. The main remaining structure is the horizontal stabilizer. This was recovered (plywood) on one side. Sand and prep are being completed as I write this and shortly it will receive its fabric covering.



In the meantime, other team members have stripped metal exterior parts, made repairs, and readied them for priming. These include the cowling, upper portion of fuselage, and fuselage-to-flight surface fairings. One of these pieces is the rear cowling, whose acrylic window material needs to be replaced. The cowling is now stripped and broken down so we can use the old piece as a template. We're entering the home stretch, please stop by and see our progress. If anyone has access to, or experience with, stencil cutting we could use a volunteer in this area.



Yvonne Haley & daughter Ann work on covering the elevator.

Photos by Col Charles Burcher.



PT-19 Corner (cont.)



Col Chris Buzzeo Repairing & straightening nose cowl using body dolly & hammer.



Col Mark Chabot temporarily tacks wooden strips in place to hold the shape of the horizontal stabilizer until the glue cures.

Photos by Col Charles Burcher

Cols Chris Buzzeo, Roy Handler & Mark Chabot are doing finishing work on the PT-19 wooden horizontal stabilizer.



Stearman Update

Col Jeff Clark



Col Mike Lamble irons fabric to make it taunt on center wing section



Photos by Col Charles Burcher.

Although it doesn't look like it, Cols "Tagg" Taggart & Joe Broker are fitting the front cockpit seat in the *Stearman*.



Stearman Update (cont.)

Jim Prendergast, David Walker & Roy Handler remove & clean rear canopy frame. Old sealer & paint is also removed. New plexiglass will be installed later.



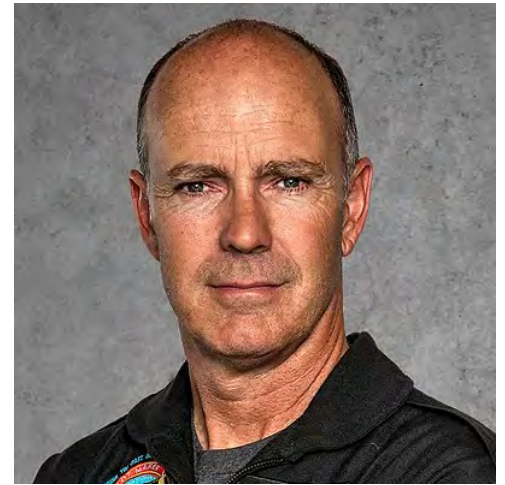
Paul Brunks & Wayne Cantrell attach (i.e. nail) leading edge metal to Stearman wing.



Knocking the Rust Off

By Col Barry Hancock

The discipline and art of formation flying is a perishable skill. Just like the first few times back in the airplane after time away, getting back into the swing of things flying formation takes time to get our skills and true proficiency up to standards. As we approach a new flying season with the opportunity to advance our skills even further, let's take a look at some of the fundamentals that will help ensure a safe and enjoyable return to sharing the same piece of airspace in our fabulous machines of history.



THE BRIEF

I'm sure you've heard it said before that a good formation flight starts with a good briefing. This cannot be overstated when you have not flown in awhile, even when — and maybe in particular when — you are flying with familiar players. A good briefing guide is a great way to make sure you cover all the important details (email me if you'd like a copy of a good briefing guide).

When you are just getting back into it after some time off, it's a good time to talk through how you are going to accomplish maneuvers. In my experience rejoins tend to be the most rusty, so take a couple minutes to review how rejoins are going to be accomplished —from the break up to getting tucked back in. Other critical items like hand signals, radio calls, take off intervals (or power settings for section take offs), landing intervals, clearing the runway, etc. are all worthy of thorough rehearsal before you go fly.



The author flying a CAF TBM Avenger as #3 at The Gathering of Avengers. Photo Credit Greg Morehead.



Knocking the Rust Off (cont.)

THE BUBBLE

In the airshow world we call the 30 minutes before we fly “the bubble”. This is where we shut down distractions, rehearse, and walk through what we are about to go do in the air. Granted, the formation aerobatics I fly in airshows is a different game than parade formation, but the opportunity for misunderstanding with bad consequences is the same, and in some ways the threats are bigger with standard formation stuff due to traffic, weather, etc. The brief is the time to focus, and the time between the brief and the flight is the time to, as our good friend Wayne Boggs says, “get your game face on.” Minimize your distractions, which may sometimes necessitate politely telling people you need to focus on what you’re doing and you’ll be happy to talk after the flight.

THE FLIGHT

For me, the first flights back are when old tendencies seem to creep back in. Maybe it’s a little too much pressure on the grip or the throttle, maybe it’s outboard rudder pressure when flying the wing, maybe it’s going low on rejoins, but all these things we did as new formation pilots seem to be subject to the law of primacy when we are knocking the rust off. Before the flight it’s a great time to set a couple of goals for things you either have a tendency towards, or things you just know you want to improve, but having some defined objectives for your personal performance will make the flight much more purposeful, and, in my experience, brings a sharper focus to the entire evolution.

THE DEBRIEF

I always find it is really important to debrief as quickly as possible after the flight. Park together as much as practical, secure the airplanes and debrief either on the wing of Lead’s aircraft, at a table, etc., but set the expectation in the briefing that the debrief will take place immediately following the flight with all the players present. This is where learning happens, camaraderie is built, and the satisfaction of getting back in the air safely is shared.



Above: The author leads his airshow team, Red Thunder Airshows, through a formation barrel roll.

Formation flying is a lot like golf, perfection is unattainable, but the pursuit of it is infectious, and a lot less frustrating. We do it because we love it. The satisfaction of mastering a difficult skill set, sharing the air with other really cool planes, hearkening back to a bygone era, and being a part of keeping history alive are all amazing reasons to do this. With safety paramount, and always front and center, we have the privilege of participating in a truly rare and uniquely gratifying experience. A good flight starts with a good brief and ends with a good debrief. Whether you have thousands of hours in formation, or are just starting out, a return to the fundamentals goes a long way in ensuring your first flights back are safe, and fun.



Fly safe!

Barry

About the author

Barry Hancock is an airline, airshow, and CAF Instructor Pilot in the T-6 and Stearman. He has been flying and instructing in warbirds for over 20 years, currently serves on the Safety and Standards Committee at CAF HQ, and is a former Director of Training for TRARON. He’s been a member of the Dixie Wing / Airbase Georgia since 2018 as a sponsor pilot on Red Nose.

Heroes of Aviation

By Col Casey Roszell

Wild Bill Crump and a Coyote Named Jeep

JOHN W. (WILD BILL) CRUMP was born on July 2, 1924 in Opportunity Washington. Bill was enamored with all things with wings and started taking flying lessons as a teenager in a Taylorcraft cub in the Seattle area.

After the bombing of Pearl Harbor, Bill like most young American men wanted to join the service to support the war effort. He was allowed to graduate early his senior year from High School so he could enlist in the US Army Air Force. He was sent to Harlingen Aerial Gunnery School in Texas, where he completed the gunnery program. While in Harlingen he was accepted into the aviation cadet program. He completed his flight training and graduated in class 44B at Moore Army Air Base, in Mission TX.

While stationed at RAF Martlesham Heath, Bill belonged to the 360th Fighter Squadron, 356th Fighter Group. Flying the P-47. The 356th was known as the "Hard Luck" Fighter Group. Despite excellent leadership, the 356th had the highest ratio of loses to enemy aircraft claims of all 8th Air Force fighter groups. Wild Bill went on to transition into the P-51 and logged 311 combat hours, which consisted of 77 missions, mostly strafing, flakbusting and flying escort. One of these missions was as an element lead for Charles

Lindbergh, who was there doing mission readiness assessments.

After the war ended Bill was discharged and returned to his home in Edmonds, WA. He became a flight instructor and a short stint as an airline pilot.

In 1948, Bill re-enlisted in the USAF, and his first assignment was flying DC-4s in the Berlin Airlift. While in Germany Bill flew Bob Hope and the Les Brown Band from Frankfurt to Berlin on Christmas Eve 1948.

Bill was promoted to the rank of major and became a pilot of the Douglas C-124 Globe Master (7th Troop Carrier Squadron) that was based at Larson Air Force Base, WA. Crump retired from the USAF as a Lt. Colonel.

After retirement he kept flying and his love of aviation took him to becoming an airshow performer. He joined the crew of Miss America, a P-51 Mustang made famous by the Cox model company. Bill preformed in Miss America for two years. Bill remarked that flying this aircraft so many decades after WWII came back to him naturally. Bill also preformed and instructed in his two Cessna aerobats.



The image of Jeep was painted directly above Wild Bill's wing.



Heroes of Aviation (cont.)

Jeep NMI Coyote

While Crump was still in pilot training in Texas, the Great Depression was in full swing. Crump was hired by local farmers to help eradicate coyotes that were running rampant on their farms. One day, a farmer gave the young man a two-week-old coyote pup to “dispose” of, but Crump couldn’t kill the pup. He adopted it instead.



The coyote was called “Jeep NMI Coyote” (NMI stands for “No Middle Initial”), in reference of Popeye the Sailor’s pet, “Eugene the Jeep.”

Bill took Jeep south to Baton Rouge for P-47 training where Jeep became accustomed to flying. Bill then smuggled him in an empty gas mask bag aboard the H/M Queen Elizabeth to England where he was to be stationed during the war. The coyote had “Dog Tags,” a Form 5 logbook, and immunization records. Jeep accompanied Bill on 5 combat missions. He only went on missions that were planned below 10 thousand feet since he did not have an oxygen supply. Bill remarked that Jeep slept during most flights and usually was asleep on the floor before we even took off. Jeep was undoubtedly the only coyote in the world to fly in combat.



Jeep was killed shortly after his fifth combat mission when, ironically, he was accidentally run over by a jeep. When Bill transferred to P-51 Mustangs, he decorated his aircraft with a portrait of Jeep in his honor. Jeep was buried with full military honors and his gravesite is on the grounds at Playford Hall in Ipswich, England. Jeep’s grave marker reads: Here lies in honored glory an American who flew in combat and died on foreign soil in the service of his country. 11 May 1944 - 28 Oct 1944.



Wild Bill Crump, a true American hero, passed away 8 February 2008 (aged 83).



Love warbirds? Who doesn't?

You may have missed the March episode on our PT-19, but there will be plenty of opportunities in the future on CAF's Warbird Tube ... Only on YouTube.



PT-19

HISTORY AND RESTORATION UPDATE



CAF Airbase Georgia Will Fill Summer Skies with WWII Warbirds



Photo by Col John Willhoff



World War II aviation fans will have more than a dozen opportunities to view Commemorative Air Force (CAF) Airbase Georgia's collection of historic aircraft as the Airbase launches its busy 2023 airshow campaign. Many appearances will include opportunities for rides.

The Airbase will fly its popular P-51 *Mustang*, *Dauntless* SBD Dive Bomber, FG-1D *Corsair* and LT-6 *Mosquito* at various events. Check event schedules or go to airbasegeorgia.org to confirm which aircraft will be at each event.

The confirmed schedule to date includes:

- March 25: Gator Fly-In, Gainesville, FL.
- April 20-23: MCAS Beaufort Airshow, Beaufort, SC.
- April 27-30: Thunder Over the Sound, Keesler AFB, Biloxi, MS.
- May 27: Memorial Day Fly In, Tuskegee, AL.
- June 2-4: World War Two Weekend, Reading, PA.

- July 22-23: Wings of the North Air Expo, Minneapolis, MN
- July 24-30: EAA AirVenture, Oshkosh, WI.
- Aug. 19-20: Props and Pistons Festival, Akron, OH.
- Oct. 7-8: Atlanta Airshow, Peachtree City GA.
- Nov. 2-3: Delta Air Lines Veterans Day Celebration, College Park, GA.

Additional appearances are still being negotiated and will be announced.

"These appearances require a lot of time and effort by Airbase Georgia volunteers, including pilots, mechanics and other members," said Airbase Leader Joel Perkins. "This is one of the key ways we meet our mission, which is to educate, inspire and honor, so the accomplishments of the 'Greatest Generation' will not be forgotten."

For more information, go to: <https://airbasegeorgia.org/>.





ON THE HORIZON

- | | |
|----------------|--|
| April 1, 2023 | Staff & Members Meetings |
| April 22, 2023 | Museum Docent Workshop 10 AM - Noon |
| May 2, 2023 | Trip to the Museum of Aviation (see page 12) |
| May 6, 2023 | Staff & Members Meetings |
| June 3, 2023 | Staff & Members Meetings |



2023 TENTATIVE SCHEDULE

MAR 25: GAINESVILLE, FL
APR 20-23: BEAUFORT, SC
APR 27-30: BILOXI, MS
MAY 27: TUSKEGEE, AL
JUN 2-4: READING, PA

JUL 22-23: MINNEAPOLIS, MN
JUL 24-30: OSHKOSH, WI
AUG 19-20: AKRON, OH
OCT 7-8: PEACHTREE CITY, GA
NOV 2-3: COLLEGE PARK, GA

