



# AIRBASE GEORGIA *Dispatch*



AIRBASE GEORGIA, COMMEMORATIVE AIR FORCE, PEACHTREE CITY, GA  
www.airbasegeorgia.org www.facebook.com/CAFAirbaseGeorgia  
Col Frank Kalinowski, Editor - fsk47@yahoo.com

May 2023

Education through living history.

Keep 'em flying.

#### Airbase Leader

Col Joel Perkins  
joel.perkins@airbasegeorgia.com

#### Executive Officer

Col Gerhard Frenz  
xo@airbasegeorgia.org

#### Adjutant

Col Clint Contrell  
adjutant@airbasegeorgia.org

#### Finance Officer

Col Peter Dalieri  
finance@airbasegeorgia.org

#### Maintenance Officer

Col Randy Hawkins  
maintenance@airbasegeorgia.org

#### Operations Officer

Col John Currenti  
operations@airbasegeorgia.org

#### Safety Officer

Col Steve Hoofnagle  
safety@airbasegeorgia.org

#### Development Officer

Col Chris Madrid  
development@airbasegeorgia.org

#### Education Officer

Col Jane Simpson  
jane.simpson@airbasegeorgia.org

#### Recruiting Officer

Col Jim Dalton  
LawDalton@aol.com

#### Public Information Officer

Col Steve Forsyth  
sforsyth106@gmail.com

#### Marketing Officer

jmarketing@airbasegeorgia.org

#### Aircraft Rides Officer

Col Yvonne Haley  
rides@airbasegeorgia.org

#### Air Show Scheduling

Col Heather Johnson  
Heather.johnson@airbasegeorgia.org

#### Facility Rentals

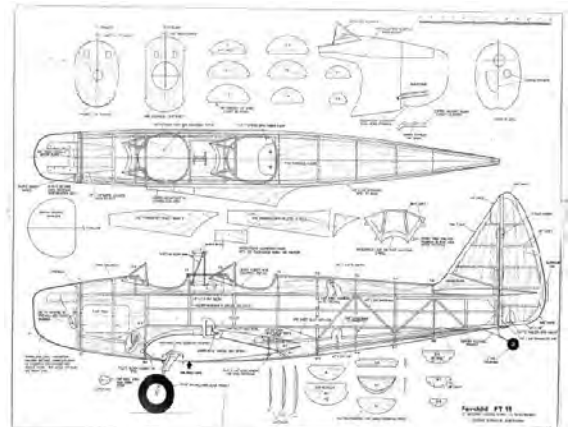
Col Dave Riesselmann  
facilityrentals@airbasegeorgia.org

Pictured below: Delta Airlines employees involved in repainting the *Corsair*. Col Heather Johnson coordinated an appreciation lunch on April 26 where the employees were provided with gift bags containing a *Corsair* t-shirt, ABG patch and thank you note. Assisting Heather were Cols Chris Madrid and Cindy Madrid. ABG will participate in Delta Airlines Annual Veterans Day Appreciation Event in November.



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# Welcome, New Cols

The member roster keeps growing as two additional Cols were sworn in at the May meeting. Above with Recruiting Officer Jim Dalton is Craig Jones; below is Richard Thomas.



Photos by Col Michael Wewers.



# Safety Update

*Col Steve Hoofnagle, Safety Officer*



[safety@airbasegeorgia.org](mailto:safety@airbasegeorgia.org)  
770-309-5584

We are scheduled to have **CPR/AED/First Aid Training** on Saturday, June 17<sup>th</sup> from 0900 – 1200. If you have discussed taking the training with me already, I have your name on the list and I will send a reminder email. Please dress in comfortable clothing and report to the main Meeting Room before 0900. There are still 1-2 slots available on a first-come, first-served basis. Email me at [safety@airbasegeorgia.org](mailto:safety@airbasegeorgia.org) if you are interested in taking this important training.

We are now targeting to do **Fire Extinguisher Training** in July/August depending on the availability of the PTC Fire Department. Details will follow in the Dispatch and via Hotline emails.

Please continue to use proper Personal Protective Equipment (PPE) including **safety glasses** when working with tools and/or chemicals and **hearing protection** and **vests** when around moving or running aircraft. The Hangar is very crowded at present as our “squadron” grows and as maintenance and restoration activities compete for space. **Please be sure that any Visitors are always escorted by Airbase Members to help prevent accidents.** We will be providing permanent signage to this effect in the near future.

We could use help with the following Safety Items if you are interested in joining the Safety Team:

1. Evacuation Maps
2. Lock Out/Tag Out Program
3. FOD Precautions

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. ➔



# On The Road Again

Well ... actually in the air again, this time on the way to The Thunder Over The Sound Air & Space Show at Keesler Air Force Base in Biloxi, Mississippi. The first stop of the T-G and the SBD was at Moton Field Municipal Airport in Alabama, training field of the Tuskegee airmen in WWII. ➔



From the left: Cols Mel Duhon, Robert Harris, Tom Thompson, and Rob Haley.



# Rides Update

## Col Yvonne Haley - Rides Officer

Who says we don't have fun making memories for riders?

On the wing, Laughing Wanda Roberts, (Assistant Rides Coordinator) and Col Brad Postage, Rides Crew-member. Seated in the P-51 is Wanda's brother, Danny England, who was quite surprised as he was lured to the Airbase under false pretenses.



Photo and text by Col Tom Walsh.

Pictured with Recruiting Officer Col James Dalton, Amber Sullivan from Salt Lake City, Utah sent a message following her thirty-minute flight:

"Thank you again for such an enjoyable morning flight! I had a wonderful time. That aircraft was a lot of fun! (Much more exciting than a commercial one. However I do like being airborne in any contraption)


"Blue skies and tail winds for you."



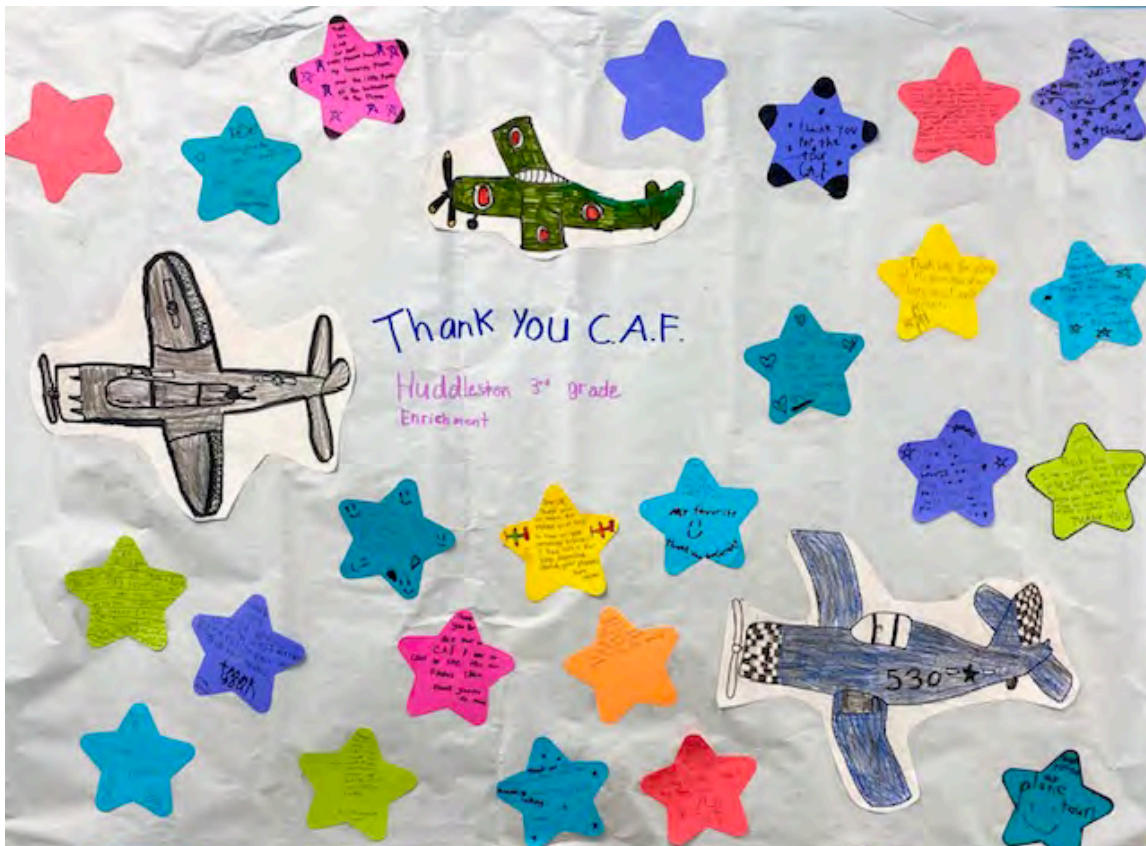
# Scenes From The Hangar



Above: Pilot Peter Hague wipes down the SBD after a test flight.

Below: The Huddleston Enrichment 3rd Grade class sent this picture after Cols Willard Womack, George Harrison, & Vince Garland gave them a tour in April. The picture is approx. 3X4 ft. It was displayed in the hallway. 

Photos by Col Charles Burcher.



Scenes From The Hangar (cont.)

## Connecting With The Past – Col Angela Decker

Recently, I ran across this photo taken at the MCAS Beaufort Airshow in April and through conversation with the woman (Megan Summey) she told me the below story.

"Morning Ms. Decker! I just saw your comment on the SBD Dauntless picture of me and my son, Miles. There's no doubt about it, you can use the picture however you would like. When we saw this plane, the first thing that came to my mind was my grandpa and great grandpa. Kinda a long story, but I'll try to keep it short! Anyway, back in the early 60s my grandpa was stationed at Beale Air Force base. He was around 21, single and (like all men) never turned down a date. One friend he had in his platoon had found a cute girl to take on a date, but the girl's parents would only let her go if it was a double date. So what did the girl do? She gave her school annual to my grandpa, told him to pick any girl he wanted, and she would get her to be the one to tag along with my grandpa so they could be a double date. Low and behold who did my grandpa pick???? My grandma!

My grandma's dad was stationed at Beale as well, and he was one of those "ship-shape," stern military men. Haha! Well, after a few dates between my grandparents, they of course were madly in love. My great grandmother was worried for my grandma because

she could be dating a guy that would say oh it's love, but in 2 days time could change, be shipped off and never heard from again resulting in my grandma's broken heart (back when letters were the only means of communication). My great grandpa's response to her..."Damn it Ada, you can tell her a million times to leave him alone, but all she's going to do is see that boy again!" Hahahaha! They had known each other about a year and my grandpa got the letter he was going to be deployed. They decided let's do it before it's too late and they got hitched! Ha! Coming up in June, they will be celebrating their 60th wedding anniversary. Tried to keep the story short for you! Honestly I think I could write a book! Seeing this plane made my heart happy and brought a smile. I showed this picture to my grandpa yesterday and what did he respond...a smile, kinda got choked up and just simply told me, "Love you!"

Thank you guys for all you do! Not only do I thank you, my family thanks you and our American Legion Post 103 in Ninety Six, SC thanks you! ➔



# PT-19 Corner

## Col Tom Thompson

More warm weather means additional hanger days available to consistently work with the fabric and bonding liquid. We have completed covering the entire wing center section, along with its taping and bonding. As of this writing the fuselage is covered with fabric and moving to the taping stage. This is the last fabric required for the aircraft. We've learned a lot and put in many Col-hours but now are completing the fabric covering that was the main goal of the project. Soon we'll prime fabric pieces with an ultraviolet protectorant paint coat and eventually the final colors and stencils. Metal parts are awaiting primer as well. Lots of spray painting is in our future.

The horizontal stabilizer work is also finished. As a reminder, this piece required complete plywood replacement on one side. This was a huge, intricate job that is now behind us. Unfortunately, all of that amazing wood craftsmanship is now covered with fabric and not to be seen again for many years. The sheet goods have arrived for the clear canopy parts, so that is the next large project. Looking ahead, we are cutting stencils in preparation for the final markings on the aircraft.



Cols Chris Buzzeo, Paul Brunks, and Jim Pendergast work on covering the fuselage with fabric.

Photos by Col Charles Burcher.





PT-19 Corner (cont.)



We can forgive Col Forest Buchanan for “laying down on the job,” as he uses an iron to shrink new fabric on the underside of the PT-19 center wing.

Photos by Col Charles Burcher

Col Chris Buzzeo works near the tail section of the PT-19.



# Stearman Update

## Col Jeff Clark

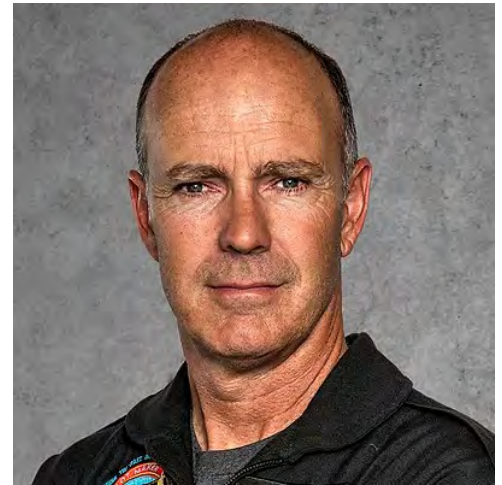
This month's update was submitted by Col Mike Wewers.

I am attaching a couple of images I thought might be interesting, other than my usual aircraft images. The subject was Lisa McGee (my wife BTW) and Col Ann Haley. I knew Ann was working on placing fabric on the tail section of the *Stearman* and asked her (with Mom's permission) to show Lisa the plane in the restoration area and specifically the portion she was working on. Col Randy Hawkins remarked that Ann was doing so well with the fabric she was in the process of showing others how it is accomplished. What better recommendation could Ann receive and what better background as the two young ladies in the image. ➔



# Not If, But When?

## By Col Barry Hancock



As we sat in the all pilot's meeting in January the discussion of emergencies during formation flying came up. A video was played of a well-executed engine out landing by an F-16 that was part of a flight of four. There were many moving parts, and everyone in the flight played their role very well, leading to a successful outcome. As I looked around the room during this discussion, my thought was "which one of us is next?" I made the comment that I've been in two formations with no kidding emergencies (I was wrong, it's actually been three) and that I was probably overdue since it had been 10 years since the last one. This month let's take a look at the fundamentals of handling an inflight emergency during a formation flight, and how we can stack the deck in our favor for a successful outcome when we encounter the inevitable.

Last month I talked about the importance of a good brief every time you fly. Part of human nature when we get comfortable in our environment is that we tend to relax. However, I'll submit that it's never the best idea to get comfortable flying warbirds and the threats are many. Put 2, or 4, or more of them in the air at the same time and the multiplier gets real. Nowhere does a good brief and rehearsal matter more than in an emergency situation. And while there is no way to brief every contingency for a flight, we can cover the fundamentals in a short period of time (it's the brief part of "brief") so when the fit hits the shan everyone in the flight already knows what to expect, and what procedures will be followed.

Things to discuss include:

- Duties of each member of the flight
- Assignment and role of the scene commander
- Knock it off procedures
- "Squawk, Talk, Mark, Gas"
- Fuel management
- Aircraft control / target fixation
- Alternate and off-site landing areas
- The bail out decision
- Frequencies to notify and dispatch emergency personnel
- Recovery of flight

### DUTIES OF EACH FLIGHT MEMBER

Generally speaking it is the Lead's responsibility to manage the situation and assign tasks. The first task is deconfliction. Depending on the experience of the members of the flight, this can take a minute to sort out, but the last thing we need is an additional problem to manage. We will talk more about Lead's responsibilities in a minute, but as one of the other 2 non-distressed aircraft, just stay quiet and be ready to respond to queries or direction. If you have some additional SA to add, make sure to use proper radio protocol and don't clog up the frequency.

While it's impossible to know which member of the flight will draw the short straw and be the distressed aircraft, the nice thing about a 4-ship is that there are usually two lead qualified pilots in the flight (Lead and -3), so even if the flight leader goes down, the deputy leader flying the #3 position can assume the Lead role. Again, in this case #3 is the distressed aircraft so Lead is managing this scenario.

Usually with a downed aircraft, one wingman will be assigned to go down and assess the situation on the ground and Lead will decide what to do with the other wingman. Circumstances will dictate but one option is to dispatch the other wingman back to base to help initiate rescue operations. Your ground crew may be the first one on scene ahead of emergency responders.



## Not If, But When? (cont.)

### ON SCENE COMMANDER

The reason we use the phrase “On Scene Commander” (OSC) is to cover all contingencies regarding distressed aircraft. It could be the flight lead that goes down, it could be a mid-air, etc. The role goes to the most experienced aviator in the flight without distress. We don’t often discuss this part of the scenario past lead going down and -3 assuming the lead role, but it could potentially be any member of the flight. The job of the on scene commander is to assess the situation, and facilitate the safe recovery of the flying aircraft while expediting an emergency response. Typically the OSC will get a fuel hack from everyone, if required, and then assign one aircraft to go down and accomplish the assessment. As a wingman, remember that the OSC has a lot going on all at once and the best course of action is usually to keep quiet, provide essential additional SA only, and be predictable.

Deconfliction is a priority. I recommend the OSC flies as a singleton and the remaining two aircraft fly in fighting.

As the OSC, keep in mind that after the initial assessment of the crash sight by a wingman, it may be best to send the other aircraft back to base to help initiate a ground response and/or refuel and head back out to relieve you if you become fuel critical. It’s best to keep a plane overhead until first responders arrive. Also keep in mind you may have to describe an ingress route to the crash site. Fly a circular pattern above the downed aircraft with the OSC and other element across the circle from each other.

### KNOCK IT OFF (KIO)

The other day I was leading a flight when, during extended trail, came “Knock it off” over the radio. To be perfectly candid, “Rat” was not a callsign I was used to so it took me a second to remember what our call sign was before keying the mic for the “Rat flight, knock it off” call. The read back by each member of the flight was crisp, clear, and orderly. In this case the KIO was caused by a back seater getting sick, but imagine how much more unsettling it would be if there was a truly distressed aircraft. The point here is to not only be familiar with the KIO procedures, but also rehearse them in your head so it goes quickly and

smoothly when things are going down. The USAF Thunderbird accident (<https://youtu.be/zD3fdKmMdQM>) in Mountain Home, ID, several years ago is textbook, but also shows the startle factor — even with the most polished pilots on the planet — when things go unexpectedly wrong.

### “SQUAWK, TALK, MARK, GAS”

This is a saying I learned from my airshow teammate who was a highly decorated F-16 pilot. Having a memory jogger when things get chaotic is a long proven method of refocusing the brain on essential tasks. This one is simple. Squawk 7700 to get ATC’s attention, call ATC, mark the GPS position (or bearing and distance from a well known landmark) - and remember to write it down, then check fuel and decide your new bingo, if applicable.

### FUEL MANAGEMENT

With lots going on during an emergency situation it’s easy to lose track of information and tasks. Obviously lack of awareness of your fuel state can create more problems. As mentioned above, Lead should have a handle on the fuel state of all the aircraft, but this is a perfect example where adding SA if Lead gets overloaded might be a good idea. Remember, not all leads are created equal and you could very well find yourself in a situation where your SA is better than Lead’s. If you are still in the working area it means (hopefully) that no one is fuel critical, so it’s not something that needs to be addressed immediately, but when the freq is quiet, a simple “Thunder 2 has six zero minutes of fuel remaining” should be enough of a prompt to get Lead’s attention.

### TARGET FIXATION

Again, with a lot going on and this situation not being something everyone is accustomed to, the straw effect is real. It is really easy to get fixated on the target (i.e. downed aircraft) and get yourself in an undesirable aircraft state low to the ground if you are the one doing the assessment. Remember to wind the clock (i.e. take a deep breath and focus on the basics), take care of your



## Not If, But When? (cont.)

airplane first, and then start working the problem. If you are assigned to go down and assess the situation make sure you understand the terrain, obstacles, and threats before pressing down to low altitude.

### ALTERNATES

Be it another airport, private strip, good road, open field or any other place you stand a reasonable chance of walking away, it's the responsibility of each member of the flight to know where these spots are in the transit and practice areas and, as much as possible, keep SA about them during your flight so if you are the distressed aircraft and can see line for the safe haven, or provide guidance to the pilot with the snakes in the cockpit.

### FREQs

This one is pretty straight forward, but essential in a crunch. Know and have on your kneeboard the frequency of the local ATC controlling authority so notification can be handled quickly and emergency responders are involved as soon as possible. I think we can all agree that scrambling to find a good frequency while your buddy is on the way in for an off site landing isn't ideal.

### GETTING EVERYONE BACK ON DECK

The good news in this scenario is that -3 found a nice field to put his plane down in, -4 was able to relay to lead that BillyJoeBob is OK and sitting outside of his aircraft before rejoining Lead and -2 and the flight is headed home. Everything from here is pretty much standard, except that it's not. Lead's job here is to renumber the flight and make sure everyone knows who is who. Depending on the experience level and circumstances you may recover as a flight of 3, or a 2-ship and a single, or 3 single ships. Just be ready to flex and make sure there is no confusion before you get back to the airport environment.

### CONTROLLING YOUR EMOTIONS

No one knows how a person will respond the first time they experience a mishap, potentially with a fatality, and the effect that can have on safety of flight. Strong emotions can cause people to forget checklists and do dumb stuff. This is a time to be extra careful with risk management — be extra vigilant, take your time, and back each other up.



The author back in his L-39 days...the day before one of his 3 formation emergencies. Photo Credit Tyson Rininger.

As I mentioned before, I've been a part of a flight with an emergency situation 3 different times in my 25 years of flying formation. Each was in the training environment, and thankfully each had a successful outcome. Every time you fly formation it becomes increasingly more likely you'll end up in formation when something goes wrong. It's not a matter of if, but when.

I was still working on my wing card when the first one happened. The key takeaway for me on that occasion was that it's different when it's real, but having talked about it in the brief made the event much less work and more predictable for everyone. When lives are potentially on the line, it seems worth it to me to cover emergencies every time you fly.



### About the author

*Barry Hancock is an airline and airshow pilot, and CAF Instructor 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 Airbase Georgia since 2018 as a sponsor pilot on Red Nose.*

# Heroes of Aviation

By Col Casey Roszell

## Clair Cline And His Instrument of War

First lieutenant Clair Cline was a pilot in the 448th bombing group in World War Two. He was born 30 September 1917 in Stearns County, Minnesota.

Lt. Cline was flying a B-24 Liberator over Germany on Feb. 21, 1944, when anti-aircraft fire hit the tail, causing it to go out of control and crash in Nazi-occupied Holland. "I found myself in a field in Holland, just across the border from Germany. We were surrounded by villagers asking for cigarettes and chocolate. Then an elderly uniformed German with a pistol in an unsteady hand marched me to an interrogation center. From there I and other prisoners were shipped to Stalag Luft I, a prison camp for captured Allied airmen."

On a fall day in 1944, Cline overheard someone whistling "Red Wing," a song that triggered the memory of a violin his uncle had given him. Cline had taught himself to play that violin before the war growing up in Minnesota. That memory inspired him to begin a project that sounded impossible. But he was determined to build a violin, and over the course of three months he found materials by lifting wooden slats from bunks and plucking glue from chairs. He traded Red Cross rations with the guards and fellow prisoners to get the necessary tools and supplies. He hand crafted the violin out of bed slats, the leg of a chair and dried glue scrapped from the bottom of furniture.

"I had a small pocketknife," said Cline, who had obtained it from the German guards by trading cigarettes, "I ground a table knife on a rock to make a chisel. I used a piece of broken glass for fine scraping." Cline settled on a pair of beech bed slats for the back of the violin and two pine slats for the front. From late summer into the fall, he sat outside for hours, whittling the boards to length. He'd soak and heat the wood over a stove. Several barrack mates offered to help. Using pieces of

glass, they scraped old glue from the joints of tables and chairs. Then Cline mixed the glue with boiling water until it melted. After he'd glued the slats together, he shaped the contours of the instrument with his handmade chisel. He carved pegs to hold the strings, and holes in the neck to hold the pegs.

Next he cut elegant, f-shaped sound holes, sanded the wood smooth and applied a varnish. He traded cigarettes with guards to get the catgut he needed for strings, and an old bow.

It took Cline four months to finish his masterpiece, but he was able to complete the violin before a planned concert Christmas Eve 1944, the Christmas carols greatly raised the spirits of his fellow prisoners during that holiday season. The construction of the violin serves as but one example of the intestinal fortitude and anything is possible attitude of Claire's generation of Americans.



### Heroes of Aviation (cont.)

Cline was liberated by American soldiers in May 1945. He returned to his wife, Anne, in Tacoma, where they raised their family and started a furniture manufacturing business. He and Anne had met early in the war when he flew B-24 test runs between Texas and McChord Air Field. They were married Sept. 25, 1943 before he left for Europe.

When the camp was liberated in 1945, Cline took his violin back home. Since then, The Prison Camp Violin has been heard in concert halls across the United States. In 1995, he donated it to Intrepid Sea-Air-Space Museum in New York City, where it was played by Glenn Dicterow of the New York Philharmonic during a ceremony aboard the aircraft carrier. His violin is now part of the National Museum of WWII in New Orleans.



Clair died September 19, 2010 at the age of 92 in Tacoma Washington. His ashes were spread in Puget Sound near his favorite fishing spot.

In 2017 a movie, *Instrument of War* was released about Cline's story. The movie can be seen on the YouTube channel. [➔](#)



Lt Cline with his wife Anne.



Lt Clair Cline

# MAJ. GEN. GEORGE HARRISON INDUCTED INTO GEORGIA AVIATION HALL OF FAME

Long time CAF Colonel Member and Maj. Gen. George Harrison, USAF (Ret.) was inducted into the Georgia Aviation Hall of Fame on April 29, 2023. The induction ceremony was held at Lowe Aviation Hangar in Macon, GA.



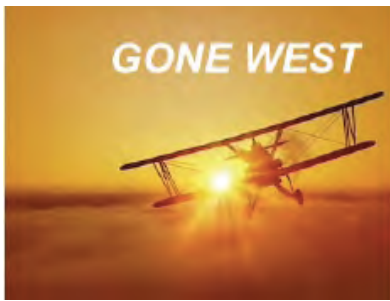
Harrison earned the Distinguished Flying Cross, Distinguished Service Medal, Aerial Achievement Medal, Defense Superior Service Medal, and various other awards, decorations, and accolades.

Harrison, a well-known general aviation stalwart, has flown 103 different aircraft types for 9300 hours including 530 hours of combat flying. He has been a Certified Flight Instructor (CFI) for over 40 years. Through the years Harrison has been an active CAF Member participating heavily with Airbase Georgia. He is an instructor in both the PT-19 and T-34. In addition to volunteering with Airbase Georgia, Harrison has reached out to support other CAF Units getting up to speed in their newly acquired PT-19s.

The mission of the Georgia Aviation Hall of Fame is to honor aviation leaders whose extraordinary achievements or services have made outstanding and lasting contributions to aviation.

To learn more about the 2023 inductees, visit the Georgia Aviation Hall of Fame website at <https://www.gaaviationhalloffame.com/nominations/2023-gahof-candidates>





## Col Michael George Rettke

Michael Rettke of Senoia, GA passed away on March 14, 2023 at the age of 85. He was born April 23, 1937 in Orange, CA and grew up in San Clemente, CA. He graduated from San Juan Capistrano High School in 1955, and then Orange Coast College.

Michael worked as flight instructor at a local airport. He then went into the Air Force from 1959 to 1965. At that time, he went to work for Delta Airlines as a flight engineer, then a co-pilot, and finally captain, for the next 20-some years.

He was actively involved in restoring World War II aircraft, and anything else that related to planes and flying.

A Memorial Service was held at the Commemorative Air Force/Airbase Georgia, on Saturday, April 15th at 1:00 p.m. Visitation with the family followed.

The family requests that those who want to honor Mike consider making a donation in his name to the Commemorative Air Force/Airbase Georgia.

Left: Mike as a Delta Captain.

Below: Col Rettke receives a Letter of Appreciation in 2017 from CAF Dixie Wing.





# ON THE HORIZON .....

June 3, 2023

Staff & Members Meetings

## **Upcoming Airshows/Events for JUNE:**

### **Airshow/Event: Reading WWII Weekend: A Gathering of Warbirds**

**Location:** Mid-Atlantic Air Museum - Reading, PA

**Airport:** KRDG

**Aircraft Attending:** Corsair, P-63, P-51, SBD, Kate

**Rides Aircraft:** P-51 & SBD - *Rides will be available on June 1, 2, 3, and*

**Dates (Open to the Public):** June 2, 3 & 4 (Rides ONLY on June 1 - Event not open to the general public on this date)

**Website:** <https://www.maam.org/maamwwii.html>

**Facebook:** <https://www.facebook.com/midatlanticairmuseum/?ref=hl>

**Instagram:** <https://www.instagram.com/midatlanticairmuseum/>

### **Airshow/Event: Greenwood Lake Air Show**

**Location:** West Milford, NJ

**Airport:** 4N1

**Aircraft Attending:** SBD, Kate

**Rides Aircraft:** NA

**Dates (Open to the Public):** June 9, 10, & 11

**Website:** <http://www.greenwoodlakeairshow.com/>

**Facebook:** <https://www.facebook.com/GreenwoodLakeAirShow/>

**Instagram:** <https://www.instagram.com/thegreenwoodlakeairshow/>

### **Airshow/Event: Jasper Airport Appreciation Day**

**Location:** Jasper, GA

**Airport:** JZP

**Aircraft Attending:** LT-6

**Rides Aircraft:** LT-6

**Dates (Open to the Public):** June 10

**Website:** NA

**Facebook:** <https://www.facebook.com/PickensCountyAirport/>

**Instagram:**

ON THE HORIZON ..... (cont.)

## **Upcoming Airshows/Events for JULY:**

### **Airshow/Event: Duck Creek Fireworks**

**Location:** Ketchum, OK

**Airport:** 1K8

**Aircraft Attending:** P-51, SBD

**Rides Aircraft:** P-51, SBD

**Dates (Open to the Public):** July 4 (Rides 3 & 4)

**Website:** <https://www.duckcreekfireworksok.com/>

**Facebook:** <https://www.facebook.com/duckcreekfireworks><https://www.facebook.com/keeslerafb>

**Instagram:** NA

### **Airshow/Event: Wings of the North Expo**

**Location:** Eden Prairie, MN

**Airport:** KFCM

**Aircraft Attending:** SBD

**Rides Aircraft:** SBD

**Dates (Open to the Public):** July 22 & 23

**Website:** <https://wotn.org/airexpo/>

**Facebook:** <https://www.facebook.com/WingsOfTheNorth><https://www.facebook.com/keeslerafb>

**Instagram:** [https://www.instagram.com/wings\\_of\\_the\\_north/](https://www.instagram.com/wings_of_the_north/)

### **Airshow/Event: EAA AirVenture**

**Location:** Oshkosh, WI & Fond du Lac, WI

**Airport:** KOSH (sales tent + display), KFLD (rides)

**Aircraft Attending:** P-51, SBD, Corsair (LT-6 & T-34 possible - not yet confirmed)

**Rides Aircraft:** P-51, SBD

**Dates (Open to the Public):** Below is per Rides Coordinator & Ops Officer

- KOSH: Corsair (7/24-7/29), P-51 & SBD (7/24 & 7/25)
- KFLD: P-51 & SBD (7/26-7/29)

**Website:** <https://www.eaa.org/airventure>

**Facebook:** <https://www.facebook.com/EAA><https://www.facebook.com/keeslerafb>

**Instagram:** <https://www.instagram.com/eaaf/>