



Commemorative Air Force Wisconsin Wing Newsletter

Chartered April 30th, 1982

Editor: Brad Ohde

July 2021, Issue #2107

From the Front Cockpit Col Gary Otto – Wing Leader



COMMEMORATIVE AIR FORCE Wisconsin Wing Newsletter

The peak of the 2021 flying season is here, and we are ready for it! Our 3 warbirds are all flying, our membership is steadily growing, member activity and volunteerism is high, and we are having a great time carrying out our mission to Educate, Inspire and Honor. Our mission reports let our members know what has been happening, and we have started sending monthly email blasts highlighting upcoming aviation events and opportunities for members to get involved.

Our first post COVID event was Open House, which brought so many of our members together for the first time in a long time! What a memorable day that was! Again, thank you to all who volunteered to make that happen. We just completed our 2nd member event of the season, our Cookout at the hangar, which focused on welcoming our many new members and allowed new and old members to get to know each other better. Thank you to Tom McDermott for instigating and organizing the event.

July is packed full of aviation events and ways for CAF members to get involved. The July 2nd FTF was a big event for the WI Wing with lots of member volunteering and members/friends in attendance. Every Friday through Labor Day weekend is FTF, so come out and enjoy! Tri-State Wing's Warbird Weekend in Janesville, is fast approaching! We still need PX volunteers to help Dennis Flancher for the Fr-Sat-Sun event. This will be a big event for the PX! The B-25, Maid in the Shade, from the AZ Airbase, will be at Waukesha Airport, on the Stein Ramp, July 28-Aug 1. We still need volunteers for PX, membership and education tables we want to have set up for visitors to the B-25. You also have an opportunity to buy a ride on this "Milwaukee famous" Mitchell Bomber!

The biggest aviation event of the year is EAA's AirVenture in Oshkosh. The WI Wing will have all 3 aircraft at the event and a hospitality tent with refreshments set up all week in the Warbird Campground. If you can help with Warbird Campground clean-up, repairs and set-up on Sat. July 17th or CAF Hospitality Area set-up on Sunday am, July 25th, please let me know. There is lots to do after 2 years of being away!

The July WI Wing meeting will focus on letting members know how they can make the CAF part of their visit to AirVenture, and enjoy our hospitality area or maybe even fly "Dawn Patrol" in one of our warbird aircraft. Flying in and out of Oshkosh during AirVenture is a rare and exciting adventure. If you are in Oshkosh on Friday, July 30th, attend the CAF beer and pizza party at the old terminal building on 20th St. RSVP with HQ and come meet CAF members from across the country.

Many of our members are experienced AirVenturer's, but many are new to the adventure of going to Oshkosh. I encourage all of our members to take in some or all of the AirVenture week. Our experienced members are ready and willing to help make that happen. Have a great and safe summer!!

Best to you all,
Gary Otto - Wing Leader

Inside this issue:

<i>From the Front Cockpit</i>	1
<i>Feature Article: "New Feathers for an Old Bird"</i>	2-7
<i>WI Wing News..... Mission reports, WI Wing Open House, New Member Welcome & Cookout, & more!</i>	7-16
<i>Events & Staff Listing</i>	17



Wisconsin Wing News



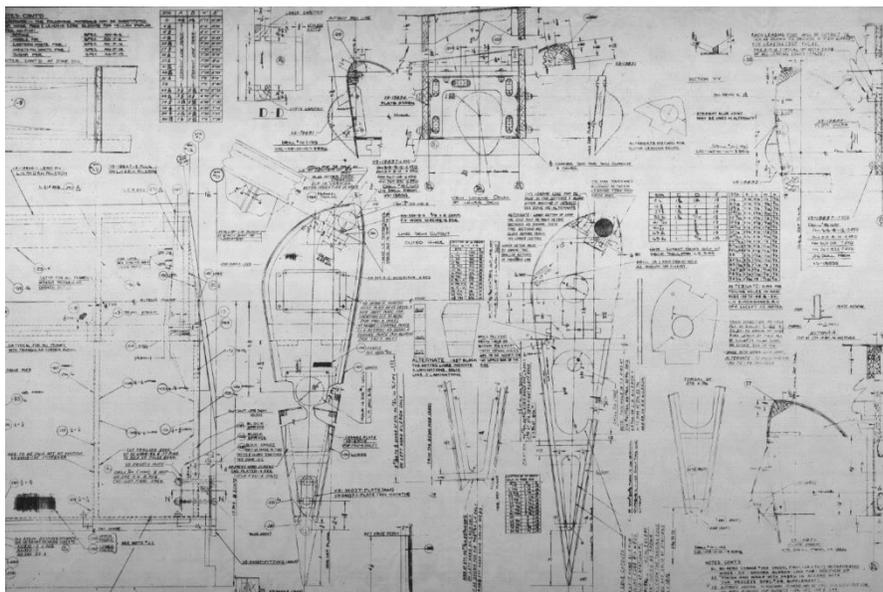
New feathers for an old bird – By Col Mike Guslick

In the fall of 2014, I was a student at CubAir Flight at KHXF working on my sport pilot license. One afternoon I had taken a half vacation day from work and arrived at Miles Field to find a gray overcast sky instead of the sun I was hoping for. With flying out of the question, I did a bit of ground school with my instructor instead, which soon became just chatting with her about aviation. At some point she mentioned that her dad had a workshop there on the field building wooden wings for various aircraft, and he had just recently been hired onto some sort of warbird restoration. Uttering the word 'warbird' immediately piqued my interest, so she took me over to his hangar to see just what he was working on. There I met the famous Marc Stamsta, who quickly became a dear friend and mentor.

Even if you've never had the pleasure of meeting Marc and having him give you a tour of his shop, you have almost certainly seen his handiwork at airshows. He has built over a dozen Howard DGA-15 wings, hundreds of spars and kits sold through retailers like Wag-Aero, and the wings for our own Steve Betzler's Tiger Moth as a small sampler of his résumé. I had always considered wood construction to be outmoded in an era of carbon fiber, but as Marc educated me, wood is really the original composite material – when properly used, a wood wing will survive G-loads that would have turned the pilot into a pancake. No wonder performers like Skip Stewart and Kyle Franklin have had him build wings for their airshow planes!

To follow Marc around in his shop is to watch a master at his craft. Like Michelangelo eyeing a block of solid marble, Marc sorts through stacks of rough sawn timber and can visualize the wing spars within them that he needs to extract. No wonder he has been called 'the wood whisperer'. So, when the Warbird Heritage Foundation in Waukegan needed a master craftsman for some particularly tricky control surfaces, they knew precisely who to contact. It was on that fall day that my new friend showed me just what he had been challenged with – constructing replacement ailerons for an FG-1D Corsair restoration. I mentioned having a CAD background and doing a bit of CAM as a machining hobbyist, desperately hoping to offer any feeble skill I might be able to contribute for just the chance to be involved in a project like this.

Marc rolled out the giant blueprint of part # VS-24019 on the bed of his massive CNC router, and I started trying to decipher just what in the world I was looking at. Despite a degree in mechanical engineering, I had never before tried to interpret a print nearly this complex.



A section of print VS-24019. Easy peasy, right? So simple, a toddler could build one.



Wisconsin Wing News



I was dumbfounded at the complexity of the parts in question, amazed at the engineers who had designed it, and in awe of the wizard draftsmen who then had to document it. I'd stare at tiny pieces of the print, think maybe I understood some small detail, and then simply feel overwhelmed by the intricacy of the whole assembly. I asked Marc how on earth one would even begin to approach something so complicated, and with Zen-like wisdom he responded, "you're already doing it."

Well, step one was to research as much as I could. This was prior to the excellent resource that is aircorpslibrary.com being available, so we only had a box full of microfilm as documentation. Fortunately, the Cedarburg library has a very nice microfilm/microfiche scanner available, and I spent dozens of hours there skimming through every single frame of every single roll of film looking for anything mentioning 'aileron' in the title block or showing the outer wing section. While mind-numbing at times, it was fascinating to scroll through the accumulated knowledge of what it takes to construct a fighter plane in the 1940s – everything from the smallest of bushings, to proper insignia and marking application, to crating of the aircraft cannons for shipment.

Meanwhile, I tried to learn a little about the Corsair that we were working on, whose restoration was being spearheaded by the amazing Sam Taber of Tab-Air at the East Troy airport. Many of you know Sam, but for those who do not, he is a remarkably jovial fellow that simply loves wrenching on old fighter planes. His truck's license plate proudly proclaimed "FTR FXR", and his hangar is generally occupied by several warbirds undergoing restoration, repair, or annual inspection. His beautifully restored white-tailed Stinson L-5 'My Sweet Shari' is a common warbird sight around regional airports during the summer months each year.

Our' (as I thought of her) Corsair is BuNo 92050, accepted into the US Navy on May 12, 1945. She was in service during the late 1940s through the early 1950s, until being stricken from inventory in 1954 and ultimately becoming civilian owned in the early 1960s. The problem came in 1970, when she was modified for air racing. Today, we absolutely shudder at the thought of a warbird being hacked up to fly around Reno pylons as fast as possible, but half a century ago, old fighters may as well have been Honda Civics. N194G (as she was registered) was gutted of any excess weight and had her wingtips clipped for air racing – lift generates drag, so shortening wings equals more speed. The 44 inches cut from each wingtip of 'Race 94' (also known as 'Big Hummer') cut well into the ailerons, leaving only two of the three hinges intact. Even without this brutal modification, original Corsair ailerons are becoming less airworthy every passing day. While the wood itself is often fine, the resorcinol glue has deteriorated and starts to give way. Spare ailerons were depleted long ago, so if they can't be de-skinned and repaired, building new ones from scratch is really the only option.



The birth certificate for 'our' Corsair, BuNo 92050.



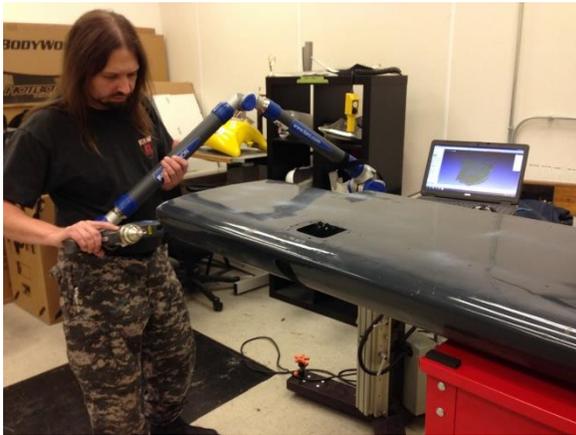
Wisconsin Wing News



“Wait, I thought Corsairs were aluminum?”, some of you may be saying. That’s correct, but the control surfaces were all of plywood construction on early versions. Later on, Vought switched to aluminum construction for the rudder and elevator, but the ailerons remained as wood. Sam told us that Vought tried making the ailerons out of aluminum as well, but they flexed too much under load and were detrimental to the aircraft’s outstanding roll rate.

Once I had exhausted the available microfilm, I cataloged my scanned images into a spreadsheet and printed them out, filling up a 3” thick 11x17 binder. With all of this data, I should be able to draw up an aileron in CAD, or so I thought. Marc knew better and had told me early on that there just wasn’t sufficient information in the prints on how the ailerons are sculpted (like the Howard wings he builds, the Corsair ailerons have subtle complexities in their surfaces). I had hoped to find drawings of individual ribs somewhere in the microfilm, but there simply weren’t any. The baby carriage maker (Heywood-Wakefield, I believe) that manufactured the ailerons for Vought must have had various fixtures and tooling that they used to produce the tens of thousands of ailerons, and those have sadly been lost to time. Without such information, our only recourse is to reverse engineer the original ailerons.

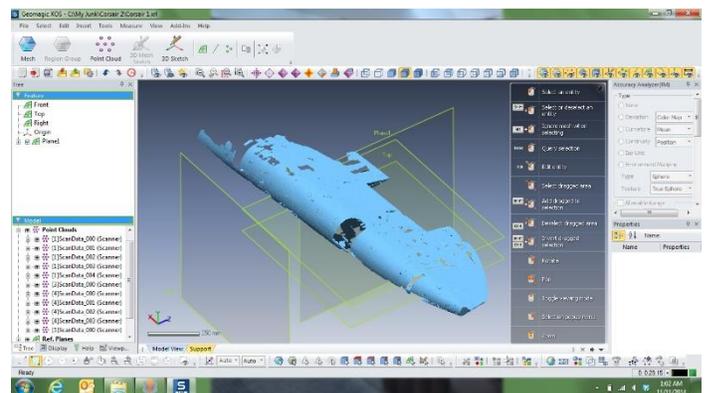
The chopped racing ailerons, though original, were missing a good third of their length and thus were of limited utility. Fortunately, we were able to borrow a pair of full ailerons and I was able to enlist the help of a buddy in the motorcycle industry who had access to a FARO 3D scanner.



My friend Dan, helpfully allocating some “off the clock” time towards the project. Fortunately, his boss likes warbirds and didn’t mind this ‘borrowing’ of company equipment.

At this point, I reached out to an acquaintance through the Milwaukee Makerspace who was part of a 3D printing/scanning startup using a new structured light 3D scanning system from Poland. I had them scan in an aileron trim tab, and they were able to demonstrate creating 3D surfaces from the scan data, which was precisely what we were looking for!

This was partially successful in that it showed us the incredible level of detail afforded by the scanning system. However, the size of the ailerons were a fair bit larger than what the FARO could easily accommodate, so we had a bunch of small scan sections that needed to be stitched together. As it turned out, the software used may as well need a PhD to operate successfully, and we found sizable gaps in what scan data the software was able to reconstruct.



What we eventually managed to massage the Geomagic software into producing – insufficient, but on the right track.



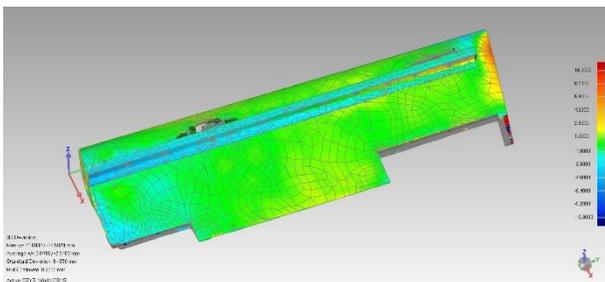
Wisconsin Wing News



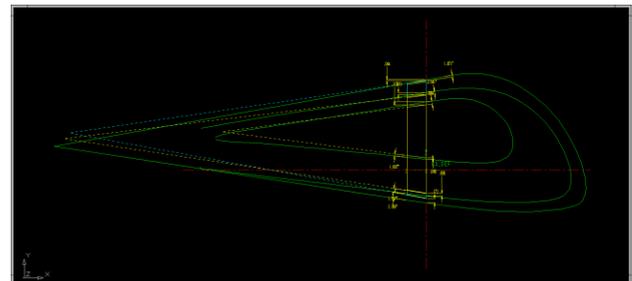
By this time, I had realized that there wasn't much available on the on the ailerons to act as reference geometry – in a CAD program, drawing is done in reference to an origin point, geometric planes, etc., but this rather difficult when something has sweeping organic curves as the primary shapes. I purchased a length of structural steel C-channel, welded a small plate on one end, and then had a local shop precision grind the faces on the beam to perpendicular perfection. I then presented the beam (along with a few 24-packs of 'liquid persuasion') to our machinist at work, who drilled various mounting holes into it for fastening to standoff blocks that would connect to the hinge mount locations on the racing ailerons. With the steel beam solidly attached to the aileron, we thus had known surfaces to reference in the scan data.

We dropped off the race ailerons at the startup company, and they got to work on using their new scanning system. Since the scanning envelope was smaller than the ailerons, scanning in sections was required, just as with the FARO we had tried first. But when they attempted to stitch the scanned sections together, they found that there was significant inaccuracy in the scan data – the arrow straight steel beam was rather wobbly when viewed in CAD, so we knew that the system wouldn't give us the accuracy needed. It's easy to feel defeated at times like this, but persistence is key – when doing things that haven't been done before, knowing what doesn't work is just as important as knowing what does.

The fellows at the startup suggested we contact MSOE, as one of them had worked in their rapid prototyping lab there as a student, and the school had an extremely high-end Creafom scanner that cost as much as my annual salary. Just as importantly, they had the software know-how to pull the contours we needed out of the point cloud data that would be generated. Their test scans of the race ailerons with the steel beam attached showed perfect straightness of the beam, so we knew we could get accurate data from their system. Fortunately, we were once again able to access full-length ailerons for scanning, and I modified my beam mounting system to attach to the hinges and the pushrod flange on the ailerons. At long last, we finally had usable scan data!



Sometimes you need to enlist the help of someone that actually knows what they're doing.



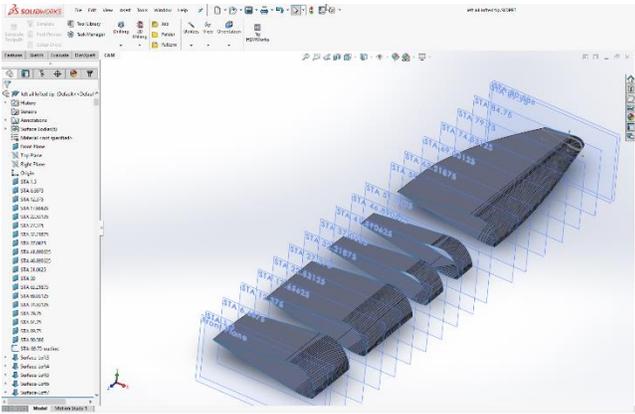
Who knew that the CAD software I learned in high school would still be useful almost a quarter century later?

I certainly had to expand my SolidWorks skills since the software didn't play nice with the data I initially fed it.

When all was said and done, we had an exquisite CAD surface model of a Corsair aileron. Now, to actually manufacture them... Unfortunately, I had to admit that my abilities with regards to CAM were utterly feeble compared to what this project required. Fortunately, Marc was able to call on the phenomenal skills of Dale Wagner, who has assisted him on other projects. Dale was able to take my CAD surface representation and slice it back up into rib sections to generate toolpaths from. Even more importantly, he was able to create drawings of the fixture sections that would need to be machined out of particleboard in order to accurately construct new ailerons.



Wisconsin Wing News



I certainly had to expand my SolidWorks skills since the software didn't play nice with the data I initially fed it.



Corsair ailerons under construction in Marc's shop – the fixtures are clamped to a large precision ground I-beam next to his massive CNC router.



Dan Coffey sights down the trailing edge of the right aileron looking for any mismatch with the wingtip and flap.



Freshly skinned, the ailerons just need a thin coat of epoxy to seal the wood surface.

With the skeletal ailerons built, we were able to test them on the restored wing to determine if they actually fit.

Sam Taber proclaimed them to be a 'snap fit', and months of sleeplessness and worry evaporated. We could proceed with completing them, knowing we had gotten all the details correct. I ordered some custom lead bar extrusion from a local supplier and machined the needed balance weights to length. Each aileron gets about 10 pounds of lead in the nose to help it balance neutrally – with the lead in place, the leading edges could be capped and the ailerons skinned with 1/16" plywood.





Wisconsin Wing News



Once the ailerons were fully assembled, the trim and balance tabs were built up on their own jigs. When complete, everything was brought to Tab-Air for Sam to cover with fabric, paint, assemble, and attach to the plane. Of course, our work was one tiny aspect of this restoration, and dozens of stories could be told about everything else that went into getting this aircraft back into the air. The culmination of this eight year project occurred on March 9 of this year, when Mike Schiffer piloted 92050 on her maiden flight. The plane performed beautifully, and after some minor squawks are remedied, she should be set to premier during this airshow season. Look for her at Oshkosh!

Mission Report - 6/6/2021 D-Day Invasion of Normandy Anniversary – By Col Mike Ziarniak

Place: Hogs for Heroes Harley Davidson Rally at Smoke on the Water Restaurant, Okauchee
 Purpose: Show support of Veterans and the Hogs for Heroes Charity



On 6/6/2021 I performed a flyover for the owners of Sloppy Joes in Hubertus. The event that they sponsored was for a charity organization called Hogs for Heroes and it was a Harley-Davidson motorcycle rally to raise funds for the H4H charity <https://www.hogsforheroeswi.org/>. In late 2020, the owners of Sloppy Joes, Joe and Ellen Hennes also purchased the old Bayside Restaurant in Okauchee, naming it Smoke on the Water for it's BBQ menu.

Hogs for Heroes was founded by Kevin Thompson and wife Audra. From their website: In the fall of 2014, Kevin read an article on the therapeutic benefits of motorcycle ownership amongst Veterans with PTSD, particularly when faced with different challenges upon returning to civilian life. Choosing to specifically focus on Wisconsin Veterans, Kevin's vision came to life and Hogs for Heroes was born.

The goal of the organization was to put a veteran back on a motorcycle for what we call "wind therapy", giving them a sense of freedom and helping them to return to civilian life during difficulties experienced after returning from service. Their initial goal was a modest one....put a veteran on a Harley once per year through charitable donations. That was 2014. Since then, they have put 18 veterans on Harleys and with the funds raised at Sundays event, they had enough to purchase yet another bike! An estimated 305 riders were present, along with another 200+ local supporters who came out for the fun.

With that background being defined, on to our CAF role in the event. It was originally meant to be a simple flyover with me and Steve Sorge once the riders reached Okauchee, initially leaving from Sloppy Joes. Vic Stottlemeyer and Aaron Marshall's schedule had changed so they offered on Saturday evening to fly formation in the Harvard and the SNJ for Sunday's event.

Come Sunday morning, Steve Sorge had an issue and could not attend, however Paul Keppeler jumped in with the T-33 T-Bird. Vic provided planning with tiered altitudes for the Navion, the Harvard/SNJ formation, and then the T-33. Passes were made to coincide with the close of the National Anthem and we provided some much welcomed aerial routine. A Quality Assurance Check (beer drinking) was done on the ground after the planes were put to bed. Many members of the crowd were incredibly pleased and repeatedly stated that our presence made the event.





Wisconsin Wing News



I handed out plenty of CAF, WI business cards and we have been contacted for other flyover duties as well as photo opps for the SOTW gallery. Thank you Vic, Aaron, and Paul for participating in this worthwhile event to benefit Veterans and to help to showcase a charitable organization trying to bring some happiness, freedom, and comfort to our service heroes.

Best regards,

Colonel Mike Ziarniak
 Safety Officer & Ground Crew Lead
 CAF WI. Wing

Mission Report - July 2nd Food Truck Friday



A Happy PX Customer!
 (photo used with permission)

The July 2nd FTF was special for the WI Wing since we were the designated fund raising group for the event. We received a percentage of the food truck sales, while our volunteers helped set up and tear down all the FTF equipment. We also had Mike Pastore (flying in from IL), Dennis Flancher, John Kmet, Paul Holdredge, and new member Steven Mueller volunteering. Mike Ziarniak and Stan Babicz flew their Navions in for display too. Our SNJ and T-34A provided even more "eye candy". Come support FTF and the CAF every Friday through Labor Day.





Wisconsin Wing News



Mission Report - July 7th WI Wing Cookout Report

Tom McDermott organized an enjoyable and memorable cookout, highlighting the many new members in the WI Wing. New members are so important to the life and success of the wing, and we have so many great examples of folks getting excited about our mission to Educate, Inspire and Honor. **SEE PHOTOS ON PAGE 12!**

Mission Report - T-34 Visits EAA 1158 Air Camp



Gary Otto flew our T-34 up to Air Camp in June, offering a brief history of the aircraft to the Air Camp Cadets. A cockpit tour was next, and those aviation enthused young people sure enjoyed seeing a warbird up close! The moms and dads did too! EAA 1158's Air Camp is an outstanding program for promoting aviation interest and knowledge in our youth.



Mission Report - SNJ kicks off the Shawano Fireworks

Our SNJ Warbird flew just prior to sunset at the July 3rd Shawano WI fireworks. Hundreds of boaters on the lake and many more families in the park were treated to the sights and sounds of a WWII warbird. The Mayor of Shawano wrote us a personal thank you note and invited us back again!



Mission Report - SNJ Provides Air Cover for the Omro WI 4th of July Parade!



Our SNJ was out inspiring and honoring on the 4th of July, including a memorable fly-by in Omro, WI. CAF member Steve Buss was on the ground noting the timely and welcomed appearance of our SNJ.

Welcome
New Members!!!

2021	
John Schroeder	Matt Phillips
Paul McAllister	Tom Leunig
Chuck Christburg	Scott Meisenheimer
Steven Mueller	Jeff Otto
John Hartmann	Matt Phillips
Mike Pastore	Tim Tyre
Gary Kozlowski	John Leidel
Herb Coussons	



Wisconsin Wing News



CORNER

SAFETY



Incident – CAF Stinson L-5 Taxi Incident Duluth, MN (KDLH)

Info:

- Incident – Date 27 June
- Time 1700L
- WX – 4500 BKN – 10mi – 260/06 - Clear
- Aircraft – Stinson – L-5 N68591
- Route of Flight – KDLH-KSGS
- Aircraft Damage – Significant
- Classification – Taxi Incident
- Location of Incident – KDLH Tarmac taxiing for departure
- CAF Unit – Minnesota Wng – Crew - 1
- CAF AC/Pilot – John Schmidt Injuries – None
- PAX – 1 – Injuries - None
- Property damage – Possible Fire bottle

Please review this Safety Bulletin from Jim Lasche that was passed along to us through Gary. This makes a clear statement about the build up of what at the time may be nuisance issues during a flying day, that when become unchecked, can escalate into an accident.

This Flight was intended to depart Duluth, MN after a weekend airshow for South St Paul, Fleming Field (the home base for this aircraft). Approximately 10 seconds after adding power to taxi for a RWY 27 intersection departure the pilot heard a loud bang and immediately noticed the propeller damage as the aircraft came to a stop after taxiing into a 4ft tall fire extinguisher.

It is important to mention that many circumstances most likely caused this chain of events to begin before the aircraft departed for the airshow the day prior. The PIC filled out a very detailed report that indicated that a lot of external factors including: 1. miscommunication with the CAF Mission Commander the day of departure including 2 unexpected ride flights to be administered upon arrival. 2. Some frustration over a misplaced clothing bag that caused him to miss the train tour and dinner with the rest of the CAF unit members. 3. Weather delays for the airshow the next day followed by a rush to manually get the aircraft out of its static parking spot in order to launch around other airshow activities in order get ahead an impending weather system moving in from the NW. Concerned about losing his cell battery, getting the PAX prepped/manifest signed for the flight in addition to new concerns about alternates due to a possible weather system moving toward the destination airport. All these factors are causal to this “Human Factors” taxi incident.

Safety Considerations/lessons learned from this Incident:

1. First, the pilot’s detail report on the CAF 603 indicating all of his challenges, obstacles and frustration that he experienced during this weekend indicate that he realized, after the fact, that each one played a small but cumulative effect on the outcome. This is a classic human factors incident in where all the minor internal distractions coupled with some external ones caused all the slices of Swiss Cheese to line up. A break in anyone of these factors may have changed the outcome of this incident
2. Please remember to do your own risk assessment prior to each flight. Just like the weather, if your mission changes then adjust your ORM accordingly. We see this all the time in the CAF in our attempt to “Hack” the mission. Adding a last-minute media flight or an additional ride flight may seem like a small adjustment but it may just one small change too many at the end of a large string of unplanned adjustments that only the PIC or aircrew is aware of.
3. If your feeling external or internal pressure to “Hack” the mission, or feel yourself starting to press your luck with the weather please STOP. Use your best judgment and please use all the resources that you have available.

Please pass this around to all the pilots in the Fleet – Stay vigilant and exercise good CRM/ORM at all times!

Colonel Mike Ziarniak - Safety Officer & Ground Crew Lead, CAF WI. Wing



Wisconsin Wing News



CAF WI Wing July Meeting Invitation

July 10th, 2021 10:30 AM

Call Gary Otto if you don't have a card or code for gate access!

In person option at the CAF hangar with COVID mitigation.
2347A Aviation Drive, - Waukesha County Airport Gate 1

or Join Zoom Meeting using this link:
<https://us02web.zoom.us/j/84710876272>
Dial in option: 312-626-6799
Meeting ID: 847 1087 6272

Ground Crew Volunteers Wanted!!!

If interested in joining this invaluable part of our operations team, please contact Mike Ziarniak at 414-380-9532 or email to ziarniakm@gmail.com

WARBIRDS WANTED!



City of Shawano (KEZS) is hosting a grand opening and rededication of their "new" runway on Saturday, August 21st, from 9AM to 2PM. **Mayor Bruce Milavitz is inviting warbird pilots to attend and is offering a fuel incentive!**

They are having YE rides, Discovery Flights and other fun stuff, supported by the Green Bay EAA Chapter.
Contact: mayor@cityofshawano.com or 7 15-853-7741

This is our meeting day, but our mission to Educate, Inspire and Honor comes first! Might be a PX opportunity too. Anyone interested in a PX trip to Shawano? **If you attend, please write up a mission report!**



Wisconsin Wing News



2021 New Member Cookout

July 7th, 2021





Wisconsin Wing News



AirVenture is almost here!!!



After missing 2020, this year's AirVenture should be a great adventure and experience! Our July meeting will focus on ways CAF members can get involved in Warbird activities and attend events of interest.

CAF WI Wing maintains a welcoming hospitality area all week long in the Warbird Campground. On the east end of the second row of campers from the north, you will find our camper and a 15x15 open side tent with lots of tables and chairs plus well stocked refreshments! Be sure to stop by or even make it your base of operations while at AirVenture! Caf HQ is hosting a pizza party at 6pm on Friday in the old terminal building on 20th Street.

There are so many things to do while there:

- Help with campsite/hospitality
- Keep our airplanes cleaned and serviced
- Fly "Dawn Patrol" missions
- Night air shows Wed and Sat
- Meet lots of interesting people!!!!

Contact Gary Otto with any questions or to volunteer!

Best regards,
Gary Otto
262-875-1640

=====



PX Volunteers Needed NOW!!!

If interested in joining the PX team and representing the CAF WI Wing at events throughout the season, please contact Dennis Flancher, PX Volunteer Coordinator, at 414-543-0160 or email dennislf@att.net

Training provided and it's a great way to meet great people!



Wisconsin Wing News



2021 Events and Opportunities to Volunteer

- ✓ Rides Day at KUES 7/10 Saturday all day PX and Rides Crew
- ✓ Janesville Warbird Weekend July 23-24-25 PX Pilots and planes
- ✓ AZ Airbase B-25 visit to KUES July 28-31 PX and assist AZ crews
- ✓ AirVenture Oshkosh July 26 - Aug 1st CAF hospitality in Warbird Campground
- ✓ Honor Flight Escort Aug. 28 at KMKE 7AM pilots and planes
- ✓ Mauston EAA Fly-In Sat Sept.4 PX pilots and planes
- ✓ Waukegan Air Show Sept. 11 PX pilots and planes
- ✓ Oconto Fly-In Sept. 18 PX, Rides Crew, Pilots and planes
- ✓ East Troy Pancake Breakfast Sunday Sept. 19 PX Pilots and planes
- ✓ Honor Flight Escort Sept 25th at KMKE 7AM pilots and planes
- ✓ Rides Day at KUES 9/26 Sunday all day PX and Rides Crew
- ✓ Rides Day at KUES 10/9 Saturday all day PX and Rides Crew
- ✓ Honor Flight Escort Oct 16 at KMKE 7AM pilots and planes
- ✓ Honor Flight Escort Nov. 6th at KMKE 7AM pilots and planes
- ✓ Holiday Party: Save the date: Friday Dec. 17th

Reminder...

Remember that the CAF requires all volunteers who will be working within an arm's reach of a youth to take part in both Youth Protection and Interaction Training and Criminal History Background Check before you may work with youth at CAF units or CAF events. This is an online Youth Protection and Interaction Training that will take approximately fifteen minutes to complete. You will need to watch a short video, take a quiz, and apply for the background check. There is no cost to you or the Wing for this certification. Once you have completed the training and passed the background check, we will be notified that you are eligible to work with youth. The background check is handled by a secure third-party vendor and no confidential information is shared with the CAF. If you have any questions about the policy or how it is implemented, you can view the CAF Youth Protection Policy by following this link at:

<https://www.dropbox.com/s/bx9k41p13n2nryy/CAF%20Youth%20Protection%20Policy%20General.pdf?dl=0>

To complete the training, go to the CAF website under Education and click on the Youth Interaction and Protection box or follow this link. <https://www.cafeducation.org/youth-interaction-and-protection>

Thank you for doing your part to keep our young people safe as we Educate, Inspire, and Honor a new generation of aviation enthusiasts!



=====

Wisconsin Wing Holiday Party
Friday December 17th - Delafield Brew House

If you want to volunteer to be on the banquet committee and help plan this enjoyable event, please contact Kathy Laabs – Events Officer.



Wisconsin Wing News



CAF Tri-State Wing "Warbird Weekend" July 23-24-25 with B-29/B-24 Squadron

Volunteers needed July 23-24-25 to run the PX at this major WI aviation event!

If you can help out, contact Dennis Flancher at 414-534-0160 or dennislf@att.net

CAF AirPower History Tour
National Air Tour of Historic World War II Aircraft
Hosted By Tri-State CAF Wing

Coming to Janesville, WI
July 23 - 25, 2021

ABC Supply Co. inc.
Featuring "FIFI" Diamond

Plus other classic warbirds !!



P-51 Mustang



T-6 Texan



PT-13 Stearman
Attending aircraft subject to change

LOCATION
Southern Wisconsin Regional Airport
1716 W. Airport Rd.
Janesville, WI 53546

SCHEDULE
Open To The Public for Rides and Tours
Friday July 23 through Sunday July 25
9:00 a.m. through 5:00 p.m. each day
B-29 flies Sat & Sun at 9 a.m./10:30 a.m.
B-24 flies Sat & Sun at 9:30 a.m./11:00 a.m.
Other aircraft rides available each day
Aircraft tours available when planes are not flying

COST
\$20 Family admission (Parents & kids under 18)
\$10 per individual Children 8 and younger are FREE
** Price includes FREE cockpit tours **
Pre-sale tickets available at JVL21.splashthat.com

RIDES
Get more information at www.airpowertour.org and book your ride on "FIFI" and the other warbirds! Seats fill quickly! Book online TODAY and SAVE!

NOTE
Passengers are asked to wear masks at all times
Aircraft will be cleaned prior to and after each flight.

JVL21.SPLASHTHAT.COM
airpowersquadron.org

The Janesville based Tri-State Wing is hosting a huge event on the weekend just before AirVenture opens. We are planning to static display the T-34 and set up our PX operations.

Another opportunity for PX volunteers to hang around lots of warbirds and super people!



Wisconsin Wing News



Arizona Airbase "Flying Legends of Victory Tour" coming to Waukesha

Volunteers needed from July 28-31 to run the PX and assist the AZ wing crew as needed during their visit to WI.

If you can help out, contact George Crawford, the WI Wing/AZ Airbase coordinator at gscraw9143@yahoo.com



B-25J BOMBER "MAID IN THE SHADE" FACT SHEET

"Flying Legends of Victory Tour"

- We've toured throughout the U.S. and Canada for more than 30 years and currently fly to over 40 towns and cities each year.
- We're based out of the Arizona Airbase of the Commemorative Air Force (CAF) and are the largest unit in the world of the Commemorative Air Force.
- We provide a one-of-a-kind experience where people can get an up-close and personal look into how these planes were made and hear the stories of how crews braved extraordinary odds.
- People can smell the exhaust; feel the vibrations and hear the sound of these muscular engines coming to life. Seeing our warbirds fly over their hometown is an inspiring, memorable sight.

About the B-25 Bomber "Maid In The Shade"

- B-25J is named "Maid in The Shade." Built in early 1944.
- She is very rare – one of 34 B-25J's still flying out of the nearly 10,000 B-25s produced.
- The B-25 aircraft was named in honor of General Billy Mitchell who is recognized as the father of strategic bombing.
- Used mainly as a low altitude strafe and skip bomber, it was used in America's first large-scale bombing offensive in the Philippines – sunk 8 ships and shot down 5 planes.
- Most remembered for the Doolittle Raid on Japan where Jimmy Doolittle led 16 B-25's across Japan bombing targets.
- Developed by North American Aviation.
- Combat History – based out of Serraggia Airbase, Corsica from November 1 – December 31, 1944. Assigned to:
 - 57th Bomb Wing
 - 319th Bomb Wing
 - 474th Squadron
 - Combat missions flown:
 - 13 over Italy
 - 2 over Yugoslavia



The AZ B-25 "Maid in the Shade" summer tour includes a visit to KUES Waukesha County Airport arriving Monday July 26th and departing Monday Aug 2. Our own George Crawford, who winters in AZ, is the tour coordinator, and was responsible for steering the tour to include a WI stopover. They will be selling rides Friday-Sat-Sun, July 30-31, and Aug.1st, and will be offering airplane tours only on Tuesday-

Thursday, based at the Stein ramp. Costs for the rides on the B-25 are \$325.00 for the waist with 4 seats available and \$650.00 for the nose with 2 seats available. CAF members are eligible for a \$75.00 discount for the rides. This is the week of AirVenture in Oshkosh, but we are hoping to support their visit with local volunteers and the WI Wing PX. There may be an opportunity to sell rides on the days they are not, depending on plane and pilot availability.

This is an excellent opportunity to volunteer and hang around a B-25! More details will be included in upcoming WI Wing newsletters.

Calendar – Upcoming Events

Date	Event, Time, Location
Sat., 7/10	Rides Day at KUES All day PX and Rides Crew
Sat., 7/10	Wing Meeting 10:30AM - In Hangar & Virtual
7/23 – 7/25	Tri-State Wing "Warbird Weekend" featuring the CAF B-29/B-24 CAF Airpower History Tour - Janesville
7/26 – 8/1	EAA AirVenture! - Oshkosh CAF hospitality in Warbird Campground
7/26 – 7/31	AZ Airbase Flying Legends of Victory Tour B-25 at KUES
8/20 - 8/22	Wisconsin Military Show Eagle Village Park, Eagle, WI 7am to 5pm (2pm Sun) Flyovers planned.
Sat., 8/21	Wing Meeting 10:30AM - In Hangar & Virtual
Sat., 8/28	Honor Flight Escort 7AM - KMKE
Sat., 9/18	Wing Meeting 10:30AM - In Hangar & Virtual
Sat., 9/18	Oconto Fly-In 9AM – 4PM

Remember!

Food Truck Fridays at KUES
every Friday 11AM to 1:30 PM
thru Sept. 3rd!

WI Wing Staff

Position	Person	Contact Info.
Wing Leader:	Gary Otto	262-875-1640 gary.arthur.otto@gmail.com
Executive Officer:	Paul Keppeler	262-443-0624 pbkepp@aol.com
Finance Officer:	Ryan Beard	847-858-7846 rcbeard1@gmail.com
Maintenance Officer:	Steve Sorge	414-852-8104 ssorge@wi.rr.com
Operations Officer:	Henning Henningsen	262-951-6472 henning.henningsen.wi@gmail.com
Safety Officer & Ground Crew Leader:	Mike Ziarniak	414-380-9532 ziarniakm@gmail.com
Public Information Officer:	*** Open *** This could be you!	
Development Officer:	Bob Vajgrt	414-550-2770 dawnbob@wi.rr.com
Education Officer:	Jeanette Anderson	414-313-9513 jfa16daa@gmail.com
Membership Officer:	Tom McDermott	608-289-2424 mcfender@yahoo.com
Adjutant Officer:	A.G. Bharatkumar	262-366-3295 agbkumar@wi.rr.com
Events Officer:	Kathy Laabs	414-418-7222 t28gal@att.net
Historian:	*** Open *** This could be you!	
Newsletter:	Brad Ohde	262-309-8600 bohde@wi.rr.com
PX Leader:	Tracy Sorge	262-366-0664 horseshowmomm@wi.rr.com
PX Volunteer Coord.:	Dennis Flancher	414-534-0160 dennislf@att.net
Fly-Over Coord.	Vic Stottlemeyer	262-391-5110 stottlemey7@aol.com
Wisconsin Wing mailing address: CAF Wisconsin Wing P.O. Box 1998 Waukesha, WI 53187-1998 www.cafwi.org		