

Wings & Wheels

NJ Aviation Hall of Fame and Museum Wings & Wheels Expo 2008 *Commemorative Issue*



History Makes History

Wings and Wheels Expo Marks 60th Anniversary of Berlin Airlift

(ONBOARD THE SPIRIT OF FREEDOM) --- We climbed the ladder into the year 1948. Inside was a museum dedicated to telling the story of the Allies' effort to save the citizens of Berlin, Germany.

On June 24, 1948, the Soviet blockade of Western Berlin began.

One of the greatest humanitarian efforts in aviation history began on June 26th, when the U.S. and her Allies took to the skies, flying in provisions for West Berlin's 2 million residents.

During the Berlin Airlift, a plane landed every three minutes supplying food, fuel, raw materials, etc. and took about 20 minutes to unload by hand. Deliveries grew from 500-700 tons a day to 12,940 tons by April 1949. At midnight on May 12, 1949, the test of wills ended and the Soviets reopened

the land and water routes into Berlin, ending the 322-day blockade.

The co-pilot for this historic flight was Lt. Gail S. Halvorsen (now retired Colonel).

Although delivery of staples was the backbone of the Airlift, it was pilot Lt. Halvorsen who captured the world's imagination. He encountered a group of children near the Berlin Airport and gave them some gum. He and other pilots continued dropping candy wrapped in handkerchief parachutes during the Airlift.

The crew did their final flight check, the engines roared, eight invited German and American journalists took their seats, and the Douglas C-54E/R5-D took off into history. The brief flight went down the Hudson, passed Ellis Island, The Statue of Liberty to Sandy Hook, before returning. ###

Prior to this commemorative flight, the German Consul hosted a ceremony on the ramp honoring the Veterans who participated in the Berlin Airlift.

Speakers included Dr. Horst Freitag Hera, German Consul General, Dr. Heinrich Neumann, German Press Consul and General Consul, Gail Halvorsen, the original "candyman" and Helga Johnson, Berlin child recalling the impact of the parachuted candy.

It was an emotional moment when the speakers walked over to the Berlin Airlift Veterans, and shook each hand.

The ceremony concluded with a color guard from the Teterboro Composite Squadron, NJ Wing, Civil Air Patrol, and Iwo Jima (LHS-7) Division of the U.S. Naval Sea Cadet Corps, marching to the podium and presenting a memorial wreath. ###



Cold War Warrior

Far from sight of land, skimming over rough seas whose depth and darkness hide a possibly hostile submarine, 10 men concentrate on instrument panels, scopes and detection devices as their P-3 Orion flies an ASW (anti-submarine warfare) search pattern.

Replacing the aging P-2 Neptune, the P-3C entered the inventory in July 1962. The P-3's reputation as the ultimate

submarine finder was earned through more than 45 years of service, from the Cuban Missile Crisis to round-the-clock, low-profile patrols throughout the Cold War. The last Navy P-3 came off the production line at the Lockheed plant in April 1990.

The current force of 12 active and seven reserve squadrons supports the theater and fleet commanders' require-

ments for 40 P-3C's continuously forward-deployed.

The P-3C can either operate alone or support many different customers including the carrier battlegroup and amphibious readiness group. The aircraft can carry a variety of weapons internally and on wing pylons, such as the Harpoon anti-surface missile, the MK-50 torpedo and the MK-60 mine.

It is powered by four Allison T56-A-14 turboprop engines, swinging 13-1/2 foot paddle-blade propellers. For sea-level ASW work, two engines may be shut down to achieve increased time on station. Range is 3 hours on station at 1,500 feet; 1,346 nautical miles. Cruise speed is 377 mph.



Crew members from Patrol and Reconnaissance Wing Five, "The Tridents" of Patrol Squadron 26 based from Brunswick Naval Air Station, Maine touched down at Teterboro Airport on Friday, September 19 to participate in the Wings & Wheels Expo.

Recently returned from Iraq, this active duty squadron is participating in the global war on terrorism.

This Squadron lost two

P-3s in Vietnam. Considered the safest Squadron in the U. S Military, they hold the record with 415,000 mishap free flight hours, dating back to 1978.

NAS Brunswick is the base closest to the European theater and NATO commands. It is DoD's primary military airfield in the northeast region and located near great circle routes for both shipping and air lanes. www.cnic.navy.mil/Brunswick ###



History Comes Alive at



About 5,000 attended the **Aviation Hall of Fame and Museum Wings & Wheels Expo 2008** held at Teterboro Airport on September 20th & 21st.

The Yankee Air Museum (www.yankeeamuseum.org), based in Michigan, flew into Teterboro with the B-17 Yankee Lady.

The featured exhibit was the Yankee Lady, a World War II B-17 Flying Fortress bomber. For a fee of \$425, the B-17 offered unforgettable rides to ten "crew members" at a time.

A C-54E Skymaster (www.spiritoffreedom.org) based in Farmingdale, NJ, contained an onboard display dedicated to the Berlin Airlift. (*See the first page of this souvenir insert.*)

The ramp also displayed many other aircraft.

The Army Air Forces Historical Association provided an extensive educational display which was dedicated to preserving the history of the

United States Army Air Forces during World War II.

The Port Authority of NY & NJ displayed their Police helicopter, crash/foam truck and runway maintenance equipment.

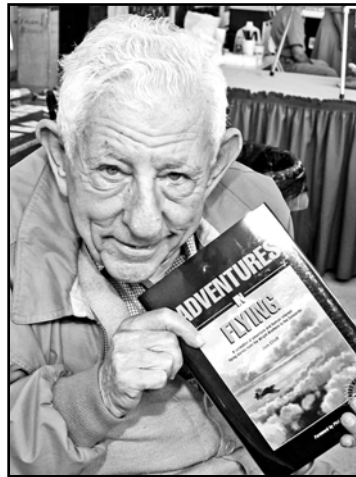
Additional exhibits and vendors included: various aircraft, exotic, antique, custom cars, motorcycles and military vehicles, Port Authority, U.S. Army, U.S. Air Force, U.S. Marines, T. Q. Midgets (*Pine Brook Reunion*), Big Wheel Races, etc. Various organizations provided displays to include Civil Air Patrol, U.S. Naval Sea Cadet Corps, Paramus Flying Club, NJ Naval Museum (USS Ling), plus a variety of aviation and military memorabilia vendors, etc.

The Hasbrouck Heights Fire Department EMS was available for any emergency. The Aviation Hall of Fame was open during this event.

Special thanks to Meridian for their assistance. ###



Wings & Wheels Expo





Yankee Lady Living History

ONBOARD THE YANKEE LADY --- We climb a short ladder through a small hatch and into the belly of an American fighting machine built for a war long ago.

Three crew members and 10 passengers buckled into the B-17's jump seats. The quiet of the open airfield breaks with a cough, sputter and whine as engine #3 kicks up and nine cylinders of the Wright 1200 hp turbocharged radials hum. The sequence continues for engines 4, 2, and 1. With no soundproofing, it's loud!

There is a two minute pause as the engine oil warms up and the pilot does his check list, then we taxi the ramp to the edge of the runway. Just before entering, the pilot runs the engines up to 2,100 rpm to test the magnetos, then rolls onto the runway and begins.

At 100 mph and 2,500 feet, the Yankee Lady gently lifts off.

Once airborne, we are allowed to explore the aircraft to include the nose/bombardier compartment, cockpit, top turret, bomb bay, radio room and the rear compartment.

Our smooth flight is over Giants Stadium; a couple of turns and we are traveling down the center of the Hudson River, 150 knots (175 mph) at 2,500 feet. Passing Ellis Island, the Statue of Liberty and Verazano Narrows Bridge, we gently turn down the Jersey shore line to Sandy Hook. We returned the same route back to Teterboro Airport.

Rides aboard this flying museum were available to the

public for \$425. Over 100 people took rides during the Wings & Wheels Expo 2008.

The Yankee Lady was built in 1945 and was put into storage. After the war, it was used by the U.S. Coast Guard for air-sea rescue and iceberg patrols. In 1959, Fairchild Aerial Survey Company used it for airborne survey work. In 1966, Aircraft Specialties, Inc. used it as a tanker to fight forest fires.

It was purchased for \$250,000 in June 1986 by the not-for-profit Yankee Air Museum in Michigan (which hosts a collection of historic aircraft). It took nine years to restore this B-17 Flying Fortress to its original condition. Its first post-restoration flight took place July 13, 1995.

The Yankee Lady nose art is representative of B-17s assigned to the 8th Air Force, 381st Bomb Squadron.

The Yankee Lady has been in several movies to include "Tora, Tora, Tora."

Over 12,000 B-17s were built, 5,000 were destroyed in combat, and only 11 are flying status.

The B-17 is best remembered for its dangerous daylight-bombing missions over Germany. Defensive armament consisted of twelve .50 caliber machine guns. A normal mission bomb load was 5,000 pounds. A typical combat crew was 10.

Today's operating costs are approximately \$1,800 per hour with fuel consumption of 200 gallons per hour. For more info go to: www.yankeeairmuseum.org ###

Ugly Angels Were Beautiful

Legendary war hero USMC Capt. (Ret.) Ben Cascio stood alongside a real, operational Sikorsky H-34 and shared his stories.

It begins in 1967 when Mr. Cascio was one of the pilots of the "Ugly Angels" that rescued countless lives during the Vietnam War.

The H-34 was extremely durable; thus, even when it sustained considerable damage, it often was still able to rescue soldiers.

The combination of many successful missions, and un-gainly appearance, quickly earned the aircraft the affectionate nickname the "Ugly Angels."

Originally designed in 1952 as an anti-submarine warfare platform for the U.S. Navy, almost two-thousand H-34s have served on every



continent with the armed forces of twenty-five countries.

YN-19 aircraft BU NO 150570 was built by Sikorsky Aircraft Division in Stratford, Connecticut and delivered to the Marine Corps, Oct. 28, 1963. It served in Vietnam from 1963 to June 1969. During her time in Vietnam she served with many squadrons as they rotated in and out of Vietnam.

From saving flood victims, recovering astronauts, fighting fires, and carrying presidents,

military H-34s have met every challenge handed them.

With continuing post-military service, the number of countries which the H-34 has called home has swelled to nearly fifty.

Revitalized with turbine engines, it has yet to fade from sight. Whether lifting construction material or supporting police departments, the DC3 of the helicopters will still be flying on its fiftieth anniversary.

YN-19 has been restored as a flying memorial to the pilots and crew who were lost in the Vietnam War.

The restoration took 20,000 man-hours over five years to complete, by the same Marines who flew together 40 years ago. It is owned and operated by Marine Helicopter Squadron 361 Veterans Association, Cutchogue, NY. www.34restoration.org ###



Landing at Teterboro from the Air Heritage Museum, Beaver Falls, PA, the Grumman OV-1D Mohawk that served in every theater of U.S. Army Operations, was a special "hit" with Vietnam Vets.

This aircraft was designed in response to a 1954 requirement from the U.S. Army for a dedicated battlefield surveil-

Mohawk Recons TEB

lance and intelligence gathering aircraft, to support troops in forward combat areas. First flight was April 14, 1961 with U.S. Army service beginning in 1961.

The crew (pilot and systems operator) is protected in a highly armored cockpit with flak plates on side and bottom and bullet-proof windscreens. The armor was needed due to its slow air speed. The Mohawk's primary role of reconnaissance was thought to be obsolete, but it served successfully in the Vietnam War.

The hard points under the wings carried sensor pods and infrared (IR) cameras of various types. During Vietnam, the Army allowed some light ordnance (i.e., target marking rockets and gun pods) on aircraft used as Forward Air Controllers (FAC). The glass panel on the nose is the window for the high-speed pulse camera or an infrared camera.

Retired in 1996, out of 380 aircraft built, only six are still actively flying in the U.S. www.airheritage.org ###

Unique Aircraft Ramp Up TEB

Some of the unique aircraft on display at Wings & Wheels Expo 2008 included the PA Police Helicopter, O-2 Forward Air Controller, Ercoupe, as well as the following:



T-6A Texan II

Designed to train students in basic flying skills common to U.S. Air Force and Navy pilots, the T-6A Texan II is a single-engine, stepped-tandem two-seat primary trainer.

Pilots enter the T-6A cockpit through a side-opening, one-piece canopy that has demonstrated resistance to bird strikes at speeds up to 270 knots. The aircraft is fully aerobatic and features a pressurized cockpit with an anti-G system, ejection seat and an advanced avionics package with sunlight-readable liquid crystal displays. This T-6A is based at Columbus Air Force Base (www.columbus.af.mil). ###



Stearman

This Stearman was built in 1943. It is painted yellow with a red stripe, replicating a Navy Trainer. It is based in Belmar, NJ, and owned by Mike Flaker.

The model began production in 1938. These sturdy biplanes covered the ramps of military bases and filled the skies over the central and western States during the war.

From 1940 to 1945, almost every Army and Navy student pilot earned his wings in a "Kaydet," or more commonly referred to as the "Stearman."

More than 8,600 primary trainers were produced through 1943. Post war, these maneuverable biplanes were sold surplus for a few hundred dollars and snapped up by agriculture pilots who placed crop dusting tanks in the front cockpit and spray bars on the wing. ###



Spartan Executive

Recognizing the connection between aviation and business, George Mennen was a corporate aviation pioneer who took business aviation to a new level using his aircraft to promote his products.

Of the 34 Spartan Executives made, only a dozen remain, and George Mennen owned and flew this one -- serial number 34, "Mrs. Mennen."

The Spartan Aircraft Company was formed in 1928. J. Paul Getty took ownership of the Spartan Aircraft Company in 1935, and yielded an aircraft that was far ahead of its time -- in performance, in appearance, and in luxury. Its design was geared to the opulent tastes of the captains of industry. This Spartan Executive is owned and operated by his grandson, William Mennen. (www.spartanexecutive.com) ###

