CURATING THE COLLECTION
A NEW EXHIBIT is underway to remember the Rosies

SUPPORT FOR YOUR LOCAL MUSEUM
The NEW Flight Crew Monthly Giving Program Available Now

A SUMMER FULL OF ADVENTURE
See our EVENTS calendar, join us, and book a flight!

APPROACHES
$6.00 A PUBLICATION OF THE YANKEE AIR MUSEUM SPRING 2022

MILESTONES in Aviation

JUNE 8
Canadian Forces CF-18 Demonstration Team will make Willow Run a Wild Wednesday

TIME TO FLY
The Ford Tri-Motor is ready for Air Adventures! Be the first aboard this timeless treasure

QF-100D drone near Tyndall Air Force Base in 1986.
inside

Milestones in Aviation

Four planes that have defined aviation history and how they fit in our collection

Flight Crew Monthly Giving
A NEW way to support your Museum

New Rosie Exhibit
A look behind the scenes and progress of “Women Answer the Call!”

Storytelling Live and In-Person
Yankee Air Museum’s lineup of Historic Presentation Nights

From Scrap-a-teer to Forever Home
The restoration of a rare consolidated PB4Y-2 Privateer

From the Director

Events Calendar

Wild Wednesday
The Canadian Royal Air Force will get Wild at Willow Run!

Did You Ever Want to Learn How to Fly?
Michigan has close to twenty aviation flight schools

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Run the Experiment

We all love to look back and revel in our successes. You know: find the best of the best and focus on those “home-run moments.” After all, it’s a lot easier to pat yourself on the back for the good stuff than deeply recognize your shortcomings and/or failures. It takes grit to accept failure. It takes even more grit to work through and use it as a motivator for future decisions.

If you look close, success is usually preceded by some previous failure, mistake or learning moment. The real path to success begins with trying something new or embracing a new idea. At the Museum, when we are questioning whether to try something new, we always talk about running the experiment. It is a tongue-in-cheek expression that embodies the idea of trying something new when we have no idea of the outcome.

This may sound somewhat careless, but it should be noted EVERYTHING we do is carefully calculated and risk-mitigated. Running the experiment is really a battle-cry of “if we don’t try it, we won’t know if it is successful.”

The Museum is poised to embark on many new adventures in the next few years. No one knows what will be successful and what will fail. One thing is for certain: there will be failures and lessons learned along the way. We can either embrace failure or fear it. If we fear it, we will immediately stop growing and eventually stop succeeding. If we have a healthy respect for failure, it will guide us to new and even bigger opportunities.

Never in the Museum’s history have we seen the growth we have experienced in the past 10 years. Much of it was because we ran the experiment. Looking ahead, we are ready to run even more experiments. We are on the cusp of moving into the Yankee Air Museum’s Roush Aeronautics Center with the Historic Flying Aircraft Collection, diving deeper into executing the Museum’s Five Year Strategic Plan, including a critical rebranding and embarking on many new outreach programs and special events.

I hope you will join us in moving forward and helping write the next chapters in the Museum’s future. There will certainly be a few stumbles along the way, but you can be assured we will continue learning and grow from each one of them!

Kevin Walsh
President and CEO
Yankee Air Museum
THE YANKEE AIR MUSEUM PRESENTS
DETROIT’S INVITATIONAL

WINGS & WHEELS
HISTORIC AIRCRAFT WITH RARE AUTOMOBILES

$30 ADVANCE PURCHASE

LOCATED AT THE NEW
ROUSH AERONAUTICS CENTER

10 AM TO 4 PM
- RAIN OR SHINE -

FOR TICKETS & INFORMATION VISIT
YANKEEAIMUSEUM.ORG/WINGSANDWHEELS

SUNDAY
6/12/22

TICKETS!
$35 DAY OF EVENT
KIDS 15 & UNDER ARE FREE!
A Museum is guided by its Mission Statement. Within the Collections Department, the curatorial staff work to assure that the collecting policy of the Museum matches that of the Museum’s Mission Statement. The Scope of Collection defines what objects the Museum collects and displays, as well as outlines goals for the Museum’s Collection to attain. The curatorial staff at Yankee Air Museum have been working tirelessly over the last decade to ensure that every artifact – large or small – fits within our Scope of Collection and ultimately the Museum’s Mission Statement.

The Static Aircraft Collection, too, reflects the Yankee Air Museum’s Mission Statement. The Museum has worked hard to curate this particular Collection since the re-opening of the Museum in 2010. As such, the Museum has a collection of some of the most significant aircraft types in aviation history. While each aircraft came to our Museum in different ways, they all highlight important facets of aviation history that have contributed to advancements within the industry, and have many lessons to teach.

The Yankee Air Museum dedicates itself to educating individuals through the history of American aeronautics, aerospace industries and their associated technologies while inspiring generations through personal experiences to instill pride in our national accomplishments.

In a series of articles, we will examine some of the significant aircraft within the Yankee Air Museum’s Collection, and their role in aviation history.
MILESTONES IN AVIATION

SPAD XIII

The relatively fast and durable SPAD XIII was among the most successful fighter aircraft of the First World War. It was flown by some of the most famous air heroes of the war. The Yankee Air Museum’s replica model is finished in honor of Capt. Eddie Rickenbacker, America’s top Ace pilot in World War I.

In war, the belligerents continually attempt to gain the technical advantage in their war-fighting machines. Such was the case concerning World War I – the first major war to take advantage of the new field of aviation. In 1916, with the war raging on its second year in Europe, a new generation of German fighters threatened to win air superiority over the Western Front. The French needed a new fighter to replace the SPAD VII in frontline service. That new air superior fighter turned out to be the much improved SPAD XIII. Deliveries to the French Air Service began in May, 1917. Meanwhile, the Germans developed what was their premier fighter of World War I: the Fokker D.VII. Entering combat in May, 1918, this German plane earned a reputation as the most formidable fighter of the War.

However, the SPAD XIII’s greater speed, with the introduction of the more powerful 200hp Hispano-Suiza 8Ba engine, especially in a dive, and its outstanding durability lent itself to being a fearsome rival to the German Fokker. The natural stability of the SPAD XIII provided a steady gun platform for its newly improved-upon twin .303-caliber Vickers machine guns. This line of SPAD aircraft became the best fighters produced in World War I and their air-to-air encounters in the skies above the trenches in the last months of the war became legendary.

By the end of the First World War, close to 8,500 of these sturdy fighters had been produced. Almost every French fighter squadron, as well as the American units that were part of the American Expeditionary Force, was equipped with SPAD XIIIIs by the end of the war.

The SPAD XIII in the Yankee Air Museum’s Collection is a full-scale replica model, built entirely by hand by a team of Yankee Air Museum Aircraft Restoration volunteers. Beginning in 2006, the dedicated volunteer team put in over 40,000 man-hours to build this aircraft, completing the project in 2013. The aircraft is a replica of US Army Air Service SPAD XIII, Serial Number 4523. The aircraft was one of the 94th Pursuit Squadron “Hat in the Ring Squadron” as flown by Captain Eddie Rickenbacker.
Douglas SBD Dauntless

It has been said that no aircraft has played a more notable role in the first century of US naval aviation than the “ungainly yet iconic” SBD Dauntless.

The SBD within Yankee Air Museum’s Collection tells a unique aspect of the aircraft’s history in the Deep Landings exhibit, that being of its role at Naval Air Station Glenview and its participation (and ultimate demise) in the Carrier Qualification Training Unit (CQTU). Prior to this incident, our aircraft saw service in North Africa in Operation Torch (1942) and on anti-submarine patrols in the Atlantic.

The Museum’s aircraft is one part of the larger story and importance of the Dauntless in World War II. Historian Barrett Tillman has written that three US aircraft were crucial to victory over Japan during World War II: the Grumman F6F Hellcat, the Boeing B-29 Superfortress, and the “Slow But Deadly” Dauntless.

SBDs were one of the few aircraft that was flying on the first day of the war through to the end of the conflict. Production began at El Segundo, California in 1940, with the Marine Corps and Navy scout and bomber squadrons receiving these aircraft. The SBD (Scout/Bomber/Douglas) has light, fabric-covered ailerons contributing to it being a well-balanced and an obedient aircraft to fly across the middle part of its speed range.

Dive bombing tactics used by SBDs provided greater accuracy than level bombing against a moving ship: dropping 500- and 1,000-pound bombs from about 1,500 feet in 60- to 70-degree dives. The perforated flaps kept dive speed at about 275 mph; the ailerons allowed pilots to make precise corrections during a 30-second dive on an always-moving aircraft carrier.

Successful use of these dive-bombing tactics on June 4, 1942, resulted in 33 SBDs sinking four Japanese aircraft carriers during the Battle for Midway Island, forever solidifying the SBD’s importance to aviation history. This action is generally regarded as a one of the most significant of the war, allowing the US to go on the offensive against Japan while planning for defeating Germany. Historian Walter Lord’s 1967 book on Midway Incredible Victory, concluded, “They [the US Navy, including the Dauntless crews] had no right to win, yet they did, and in doing so they changed the course of a war.”

An SBD dropping ordnance in a dive, circa 1942.
Two SBDs out on a scouting mission.
After Midway, Navy and Marine SBDs were essential in winning the campaign in Guadalcanal beginning in August 1942. Flying from the island’s Henderson Field and from nearby carriers, SBDs helped keep Japanese shipping at bay during the struggle for the vital island.

Dauntlesses went on to see action including in the Eastern Solomons at Santa Cruz, the aerial siege of the Japanese stronghold Rabaul, supporting Army forces in the Philippines, as well as action in the Anglo-American landings in French North Africa, and in strikes against Axis shipping off the coasts of Norway.

SBDs logged almost 6,000 sorties during the war and were in action when it mattered most. **It is a legacy that should never be forgotten.**

- A Squadron of SBDs. - SBD making a carrier landing and SBD carrier operations.

“They [the US Navy, including the Dauntless crews] had no right to win, yet they did, and in doing so they changed the course of a war.”
B-52 Stratofortress

The Yankee Air Museum is proud to display the Boeing B-52D SN 55-0677. Nicknamed “Clyde,” 677 was based at several Air Force bases in the US, as well as flying upwards of 600 missions over Vietnam from Guam or Thailand. This aircraft is on loan to the Museum from the National Museum of the United States Air Force, having made its last flight to Willow Run, in October, 1983.

B-52s have an unmatched record for both longevity and versatility. First flown in 1952, it would have been impossible to imagine these eight-engine bombers serving so well, for so long, and in so many roles. It is expected to be flying into the 2050s, thus at least 100 years of active service is anticipated.

Because the Museum’s B-52 is a combat veteran of the Vietnam War, we at the Museum tend to concentrate more on the role B-52s played within that war than any other conflict. However, the B-52 has proven to be a pivotal strategic bomber aircraft throughout history, playing a significant role in the Gulf Wars in the 1990s to present day conflicts in the Middle East. The B-52 has provided an impressive demonstration of strength for the American arsenal for its entire lifetime.

In its early years, the B-52 functioned as a high-altitude strategic bomber built to overpower Soviet defenses with speed and advanced electronic countermeasures, as well as to deliver nuclear bombs. However, improved Soviet surface-to-air missiles resulted in new tactics for the B-52, such as evading enemy radar by flying at low altitude.

B-52s had many missions during the Cold War including: nuclear alert duty (a situation where the aircraft is ready to get airborne within 15 minutes after the alarm sounded) ahead of an assumed Soviet missile attack), photo-reconnaissance of Soviet shipping, a weapons’ platform for various weapons’ systems, as well as serving as a mothership for the North American X-15 and other test vehicles.

MILESTONES IN AVIATION

5 B-52D dropping 500lb ordnances.
6 B-52H static display with weapons; Barksdale AFB, 2006.

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B-52D dropping 500lb ordnances.
B-52 veterans work on the restoration process of YAM’s 677. Photo by Barry Levine
Stratofortresses entered their first major conflict with the Vietnam War. Eventually, over 126,000 B-52 sorties were flown during the war. The B-52 distinguished itself many times during the conflict. One such occasion was at the 1968 Battle of Khe Sanh, where close-in bombing support devastated the North Vietnamese. Another key role the B-52 played was during Operation Linebacker II, the largest heavy bomber campaign launched since the end of World War II, in December, 1972. Over 700 sorties were flown over North Vietnam during a twelve-day period, resulting in B-52s smashing the defenses of Hanoi and Haiphong, and forcing the North Vietnamese to negotiate for peace. Although 15 B-52s were lost, Linebacker II was successful in that it led to the Paris Peace Accords, signed January 1973, thus bringing US combat operations in Vietnam to a conclusion.

Since Vietnam, B-52s have seen action over Iraq, Kosovo, and Afghanistan. B-52Hs (the only model still flying) have played significant roles from Operation Desert Storm in the 1990s to Operation Inherent Resolve in 2016. However the future plays out, B-52s have a record of service that few, if any, aircraft anywhere can match. The longevity the aircraft has provided has made it the “backbone of the strategic bomber force for the United States,” according to the USAF. The Yankee Air Museum is thrilled to be able to have an example of this noteworthy aircraft within its Collection to share with the public.

- USAF B-52 veterans work throughout the year on the restoration of B-52 677. Photos by Barry Levine
- A B-52 Stratofortress assigned to the 307th Bomb Wing, Barksdale Air Force Base, La., approaches the refueling boom of a KC-135 Stratotanker from the 931st Air Refueling Group, McConnell Air Force Base.

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**F-100 Super Sabre**

“On May 25, 1953 the prototype of a new air superiority fighter aircraft, the YF-100A “Super Sabre” took to the skies over Edwards Air Force Base, California. With the ability to exceed Mach 1.0 in level flight, the YF-100A possessed a speed advantage over all other fighter and bomber aircraft in existence at the time,” writes author Michael E. Weaver in an article for *Air Power History*.

The development of the F-100 ushered in a new era in the Jet Age as the first operational USAF aircraft capable of exceeding the speed of sound (about 760 miles per hour at sea level) in level flight. Following in the footsteps of Chuck Yeager and the X-1, the YF-100A went on to break several speed records during its testing and continued development as the USAF’s first supersonic fighter.

With Chuck Yeager breaking the sound barrier in 1947 in the rocket-aircraft Bell X-1, new possibilities within aviation emerged. The X-1 proved it was possible for the human body to move without injury through the sound barrier, opening the road to the space age.

Breaking the sound barrier also had many military advantages. For example, in aerial dogfighting, a speedier aircraft could provide the ability to acquire targets and, with the right design, outmaneuver them. This was one reason why the US military was excited for the first supersonic aircraft and requested that the F-100 be capable of carrying nuclear payloads. Secondly, with such high speeds, the probability of being shot down was reduced, leading to these aircraft to be used for photo reconnaissance. Finally, supersonic aircraft could be stationed further away from combat zones and still reach the target in a short amount of time. This geographic protection proved useful in the military conflicts of the second half of the 20th century. Supersonic aircraft offer many military advantages and became part of the U.S. nuclear deterrent, along with intercontinental missiles and submarines.

The F-100 overcame many design challenges as the first supersonic jet. The aircraft was grounded a mere six months after being delivered to service, due to no less than six major accidents. Additional testing revealed yaw instability (the cause of Pearl Harbor hero and F-100 test pilot George Welch’s fatal accident,) and another design flaw known as the “Sabre Dance:” a potentially deadly scenario that occurred when the F-100A approached stall speeds, lift reduction on the outer wings resulting in a violent pitch-up. New variants of the F-100 corrected many of these engineering problems, along with other issues in flight instability, structural failures, and hydraulic-system failures.

Once the design issues were resolved, the F-100 built an impressive record of service. Here in the US, the Air Force Thunderbirds used F-100s for 13 years, from 1956-1969 (with a brief interlude of using F-106 Thunderchiefs).
The redesigned F-100 “C” and “D” models, sometimes known as “The Hun,” proved to be a successful fighter-bomber, playing a significant role in the aerial war over Vietnam. The F-100 served in Southeast Asia longer than any other American jet, having flown more than 360,000 sorties. They served in multiple roles such as MiG combat air patrol (MiGCAP) escorts for F-105s and other fighter-bombers, Forward Air Controllers (FACs), as well as defense suppression roles. The F-100 was the first Wild Weasel air defense suppression aircraft, whose specially trained crews were tasked with locating and destroying enemy missile defenses.

Despite the F-100D solving most of the engineering issues and proving itself as a capable fighter, the F-100 was mostly phased out of USAF active service by 1972, having been replaced in the aerial war in Vietnam primarily with the F-4 Phantom II. The F-100 fleet was turned over to Air National Guard units, eventually retiring with that branch in 1979. A portion of the retired fleet were converted into remote-controlled drones, designated QF-100s, under the USAF Full Scale Aerial Target program, to use as targets for various anti-aircraft weapons, including missile-carrying fighters and fighter-interceptors.

The F-100 has earned its stay in history for the many advantages it brought to military aviation. Given the introduction of turbo jet engines, supersonic flight, and swept wing aerodynamics, the F-100s shortcomings should not be surprising. In spite of them, the F-100 was an impressive feat of engineering for its day. It helped lay the groundwork for more advanced fighter jets to follow, including the F-4 Phantom II and the F-14/F-15/F-16/F-18 series aircraft.
A New Kind of Support for a New Beginning.

Over the Yankee Air Museum’s almost 41 years existence, the Museum has never owned the hangars that housed the precious and irreplaceable *Historic Flying Aircraft Collection*. Our beloved aircraft have been, for the most part, in leased spaces with term limits and/or areas with limited access to the public. Essentially, we have been a “guest” in our own home by never truly owning any of the spaces where our aircraft have resided. Unfortunately, a goal of new hangars was always just out of reach for a then-younger Yankee Air Museum.

But lately, things have been different. The Museum’s fiduciary successes, excellent money management over the last 10 years, and the incredible support of so many donors and the Wayne County Airport Authority, finally positioned us to achieve what was once unachievable. The Yankee Air Museum’s Roush Aeronautic Center is a reality and will provide us an exciting and opportunity-filled building that will provide safe, convenient and easy access for Museum patrons to view and fly on the Museum’s rare Flying Collection.

We have come a long way since those early days and are extremely proud of what we have all accomplished.

As we near the day of the Roush Aeronautics Center ribbon-cutting, we are looking ahead to where financial support is needed next. Being careful about what we ask our donors to invest in, we want to make sure that it is meaningful and makes a real difference. Additionally, we want to make sure any donor investment creates an even more self-sustaining institution.

The next request for financial gifting again is centered on the much-loved *Historic Flying Aircraft Collection*. Undoubtedly, we are a community of people who love these airplanes. A community that has a common bond and passion for aviation and history. We are also a community that cherishes the fact that very few Museums operate at such a dynamic level with some of aviation’s most sought after aircraft.

In our new Monthly Giving Program, we are introducing a direct path to donate to the aircraft that you love and revere! This new effort will give donors a means to solely dedicate their contribution to support the ongoing maintenance and flight operations of the *Historic Flying Aircraft Collection*. Every dollar will make a difference and be re-invested into these American treasures by offsetting their cost of operation.

This new program offers an easy on-ramp to giving and will fit any budget.
FLIGHT CREW PROGRAM

We look forward to adding you on as a monthly donor to the Historic Flying Aircraft Collection and are excited about the very sustainable future of your Yankee Air Museum!

This is a program that is specifically designed to enhance the financial operation of the Historic Flying Aircraft Collection for the foreseeable future. You have always wanted an ability to donate to the aircraft, and now is your chance to become one of the aircraft’s direct supporters!

JOIN THE FLIGHT CREW!
Please consider becoming a member of the Flight Crew Monthly Giving Program.

You will receive an emailed tax acknowledgement each month thanking you for your incredible generosity.

If you have questions, please email Irene Korich at irene.korich@yankeeairmuseum.org

Thank you,

Kevin T. Walsh
President and CEO, Yankee Air Museum
Join the Flight Crew Donor Giving Program

There is a donor level for every budget:

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A Monthly Giving Program to Support the Historic Flying Aircraft Collection

Sign up at YankeeAirmuseum.org/support

Yankee Air Museum
734-483-4030 | 📱 🌐 🎥 🍀 🌐
Drawing on participant letters, diaries and interviews, newspaper and radio accounts, and previously untapped archival records, historian and prolific author, John Wukovits tells the story of Air Group 88's pilots and crew through their eyes. His book *Dogfight over Tokyo* is written in the same riveting, edge-of-your-seat style that has made Wukovits's previous books so successful.

Join us on June 1st for this one-of-a-kind tale of naval encounters and the last dogfight of the war--a story that is both inspirational and tragic.

**WEDNESDAY, JUNE 1ST**

**7:30 PM EST**  (DOORS OPEN AT 6:30)

**$10 PER PERSON:** NON-MEMBERS

**FREE:** MUSEUM MEMBERS WITH REGISTRATION

**REGISTER NOW**

YANKEEAIRMUSEUM.ORG/EVENTS
B-25 PLANE RIDES
BOOK A RIDE ON ROSIE'S REPLY

Happy Father's Day

19 JUNE

Purchase a one of a kind gift for a thrilling experience aboard the historic B-25 this Father's Day.

BOOK YOUR ADVENTURE AT
YANKEEAIRMUSEUM.ORG/FLY

Location: Hangar 1 | Willow Run Airport
801 Kirk Profit Drive | Ypsilanti MI, 48198
IN PROGRESS

Women Answer the Call

THIS YEAR, our Exhibits & Special Project volunteers kicked off an exciting new exhibit, entitled “Women Answer the Call!” After taking the last few years off from exhibit building due to the pandemic, we are thrilled to be back at it creating a new, immersive exhibit for our guests!

The exhibit will take a look at the women who bravely stepped up during World War II to help with the war effort. The exhibit will include hands-on interactives, and will feature oral history interviews from real women who
worked during World War II, women we refer to as Rosie the Riveter.

A Huge Thank You to the awesome volunteer crew who have worked so hard this year to make this exhibit come to life! From constructing the walls, drywalling, installing the electric — everything has been completed by our volunteers! Without them, this exhibit would not have come to fruition!

A special thank you to our donors of this exhibit:

Theresa Metty, Al Metty, the Marjorie Walters Family Trust, and the Home Depot Foundation.

This exhibit would not be possible without their generous support!

We hope to open the exhibit to the public by the end of 2022.
2022

May

May 21
BLUE STAR MUSEUMS BEGINS

May 4
HISTORIC PRESENTATION NIGHT

May 7
BOMBER, BERRIES & BREWS

May 21
Yankee Air Museum
HISTORIC PRESENTATION NIGHT

June

June 1
HISTORIC PRESENTATION NIGHT

June 8
WILD WEDNESDAY AIR SHOW

June 12
WINGS & WHEELS SHOW

July

July 4
MUSEUM CLOSED/HOLIDAY

August

August 3
HISTORIC PRESENTATION NIGHT

September

September 7
HISTORIC PRESENTATION NIGHT

September 19-20
MUSEUM MAINTENANCE DAYS / MUSEUM CLOSED

Yankee Air Museum
HISTORIC PRESENTATION NIGHT

Yankee Air Museum
Getaways
TRAVEL ADVENTURES

Please join us at the following events!
Yankee Air Museum

October

October 5
HISTORIC PRESENTATION NIGHT

November

November 2
HISTORIC PRESENTATION NIGHT

November 12
NEW MEMBER ORIENTATION

November 14
TOM 2023 TICKETS ON SALE

November 19
NOSTALGIA SALE

December

December 7
HISTORIC PRESENTATION NIGHT

December 24-25
MUSEUM CLOSED/HOLIDAY

December 31 - January 1
MUSEUM CLOSED/HOLIDAY

Yankee Air Museum events subject to change. Please check our website for the most up-to-date event listings.
Are you ready to get Wild this summer?

On June 8, the Canadian Forces CF-18 Demonstration Team will make Willow Run a Wild Wednesday to remember!

Join the fun for this Drive-in Air Display at the Willow Run Airport, in support of the Yankee Air Museum.

The Canadians will be ripping through the skies at Willow Run with the CF-18 Demonstration Team! This one-jet Demonstration team will bring some thunder over the crowd as it showcases its incredible maneuverability and military capabilities. Every year, the CF-18 Demonstration team highlights an important aspect of Canadian aviation through a unique paint scheme. Make sure to attend the show to see what this year’s dynamic CF-18 look will be!

Gates at Willow Run will open at 4:30pm on June 8th. The Drive-in Air Display will begin at 6pm. Food trucks will be available on-site. Guests are encouraged to bring their own non-alcoholic beverages, food, and chairs to sit outside their vehicle. Bring as many people as your car can legally hold. Tickets are sold per vehicle.

Arrive early to have your opportunity to fly in the Museum’s UH-1 Huey helicopter, which will be selling rides before the show begins!

Mark your calendars for June 8, 2022 and get ready to get WILD!

Get your tickets now at: YANKEEAIRMUSEUM.ORG/EVENTS
Wild Wednesday AIR SHOW

Join us for this Drive-in Air Display at Willow Run Airport. Gates will open at 4:30 PM. Food Trucks on site. Bring as many people as your car can legally hold. Huey helicopter rides will be available before the show; purchased on-site only.

Ticket price is $85 per vehicle. Limited tickets available. Portable washrooms will be available.

JUNE 8, 2022
6-8 PM

FEATURING
THE CF-18 DEMONSTRATION TEAM

Purchase tickets at YANKEEAIRMUSEUM.ORG/EVENTS
Have you ever wanted to learn how to fly?

**DID YOU KNOW?**

Have you ever wanted to learn how to fly? Travers Air Inc. Traverse City, MI traverseair.com
Andrews University Berrien Springs, MI andrews.edu/cp/aviation
Ann Arbor Aviation Center Ann Arbor, MI aviationcenter.aero
Crosswinds Aviation Howell, MI crosswindsaviation.com
DCT Aviation Waterford, MI dctaviation.com
Eastern Michigan University Ypsilanti, MI emich.edu/cet/tech-professional-mgmt/programs/aviation
Greater Flint Pilots Association Flint, MI gfpa.org
Great Lakes Air Ventures Charlotte, MI greatlakesairventures.com
Jensen Aviation South Haven, MI jensen-aviation.com
LAI Flight Training Lapeer, MI lapeeraviation.com
Northwestern Michigan College Traverse City, MI nmc.edu/programs/academic-programs/aviation
School of Missionary Aviation Technology Ionia, MI smataviation.org
Solo Aviation Ann Arbor, MI smataviation.org
Suburban Aviation Ottawa Lake, MI suburbanaviation.com
West Michigan Flight Academy Jenison, MI westmiflightacademy.org
West Michigan Flying Club Muskegon, MI wmfllyingclub.org
Western Michigan University College of Aviation Battle Creek, MI wmich.edu/aviation

It's a question we get asked a lot here at the Museum. Did you know that Michigan has close to twenty aviation flight schools? No matter where you are in the state, there is most likely a flying program near you, including right here in the Ann Arbor/Ypsilanti area.

Grab your flight log book and sense of adventure, and let your passion soar!
**DIRECTIONS**

From I-94—
Take Exit 190 Belleville Road, go north. Turn left on Tyler Road, then right onto Beck Road. Look for the airport entrance arch and turn left onto D Street.

At the stop sign, turn right onto 3rd Street and right into the Museum’s parking lot.

**ADMISSION**

$15 | Adults (18+)

$11 | Children
Seniors (65+)
Students with ID
Military with ID
(Active & Veteran)

Free | Children 0-23 Months
Museum Members
with ID

**HOURS**

Tuesday-Saturday
10am-4pm

Sunday
11am-4pm

**GROUPS**

Register to bring an adult or school group. Add on a flight simulator experience, movie, or science lab class for K-8th grade students.

**Planning Your Visit**

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47884 ‘D’ Street  Belleville, MI 48111
www.YankeeAirMuseum.org
[734] 483-4030

*Closed for holidays and special events, please call or check our website before visiting.*
The Yankee Air Museum's preservation of a Consolidated PB4Y-2 Privateer – the naval variant of a B-24 Liberator bomber – is a story of dedicated volunteers, working for years, to honor the legacy of this aircraft. Only 740 Privateers were built; the Museum's aircraft was number 527 off the line and was delivered to the Navy in August 1945.

Consolidated Aircraft Corp modified their B-24 design by extending the nose to hold electronic gear, substituting a single-boom tail for the Liberator's twin-boom design, removing the ball turret, and adding a second turret on top of the fuselage. Pratt & Whitney model 1830-94, fourteen-cylinder normally aspirated engines, were installed, which were suitable for lower altitude Navy missions. Privateers were used for a wide range of missions – reconnaissance, search and rescue, and during the Korean War, by dropping flares on night missions over suspected N. Korean and Chinese infiltrators. One was shot down over the Baltic Sea in 1950 by the Soviet Union.
The Museum’s aircraft was used by the Navy and Coast Guard for training and search and rescue missions. After its military service, the Privateer was sold to and flown by various civilian aviation outlets. The last such operator was Hawkins and Powers Aviation, in Greybull, Wyoming, who used the Privateer as an aerial firebomber.

This aircraft crash-landed near Port Hardy, British Columbia, in August 1975, after running out of fuel. The Privateer slid into the Pacific Ocean, was severely damaged, and was later hauled out of the ocean by a bulldozer. The aircraft was neglected for six years, corroded by the elements, and was heavily vandalized.

The Privateer was ultimately acquired by a U.S. company, cut into pieces, and transported to Michigan in 11 truckloads. These assorted parts were donated to

A fitting tribute
GEORGE RILEY served in the Navy and flew on PB4Ys as a radar/sonarman in the early 1950s. Returning to Michigan, Riley founded Clover Television in 1952, a television repair business which later became Clover Technologies, a national company. The company was sold in 1998; George and his wife Dolores Riley established The Riley Foundation, supporting charitable causes including funding the Privateer’s restoration. Riley passed away in 2018. The final paint scheme for the Privateer will closely match the Navy configuration of George Riley’s aircraft, a fitting tribute for his many contributions to this project.
the Yankee Air Museum in 1987. Some referred to it as the "Scrap-a-teen," given its very poor condition. Yankee Air Museum volunteers then went to work and are still going strong.

Many people were pessimistic the Privateer could be salvaged given its poor condition. However, a dedicated effort by a restoration team, led by the late George Whitfield, had pieced the fuselage together and had it standing on its landing gear in nine months. For many years, the Privateer was displayed in an outdoor area adjacent to the Museum. Michigan’s climate was not beneficial to the airframe, which was moved into the Willow Run Bomber Plant in 2015.

Preservation work is ongoing, and has generously been supported by the Riley Foundation (see sidebar). While many of the original work crew have passed away, the Museum continues to draw in new volunteers who enjoy working on this aviation treasure. Crew Chief Joe Amend heads the team of 18 volunteers, which face many challenges with this project.

Logistics is an issue, as most of the work is done in Willow Run Airport Hangar F6, located several miles away and requiring constant travel to and from the Privateer’s final home in the Bomber Plant. While Hangar F6 is crowded, unheated, and not airconditioned, our volunteers continue working.

Obtaining parts is another challenge. New parts are simply not available, as Privateer’s were last manufactured in 1945. The Privateer team sometimes barters with other museums, aircraft operators, and aviation outlets to buy, sell, and trade parts.

If a part is not available, it may be recreated by finding related photographs and drawings, and then engineering the item. As an example, the team is building a replica of the ERCO (Engineering and Research Corporation) bow turret originally installed on Privateers. Work included obtaining a plexiglass hemisphere that was the approximate size of the ERCO, building reinforcements and mountings to support the new turret, and cutting the plexiglass to fit the .50 caliber machine guns that were used in the turret.
Tires were another challenge. The team decided the solution was to use a polyurethane filling compound to enhance appearance and functionality. The tires were removed from the aircraft, sent to an outside vendor, filled, and remounted on the Privateer. The main landing gear tires now have over 1,700 pounds of foam each and will allow the aircraft to be properly displayed and moved if needed. Current projects include completing the ERCO turret and the related dome and installing the turret and engine number one in 2022.

The project’s overarching goal is to ensure a beautifully restored aircraft, as close as possible to a Consolidated-built original. Reference materials about B-24s/Privateers are extensively used for historical accuracy. The National Naval Aviation Museum, Pensacola, Florida, helped with drawing and building the bow turret mount, rebuilding the turret’s inside, and in providing a mold to cast the blister turret plexiglass. The extensive project list requires teamwork, ingenuity, and creativity – and skills such as electrical, design, engineering, welding, metal working, painting and carpentry.

Volunteer John Grudzien notes that everyone is “plane crazy,” while Barry Tyrell wants to show appreciation for the men and women, including his father, whose WWII service maintained our freedoms. Tyrell commented that he is working with a great group of people – nothing is too big or little to be meaningful and appreciated. Of course, when the restoration team meets someone who had direct ties to a PB4Y-2 or a B-24 Liberator – the experience is unbelievable.

In memory
On a sad note, long-time Museum volunteer and Privateer team member Wolfgang Franke passed away in January 2022.

Crew Chief Joe Amend said that:

“Wolfgang was a driving force on the project and will be missed, but not forgotten. We will keep his energy alive.”
JUNE 1
John Wukovits “Dogfight Over Tokyo”
Book signing

“From an expert in the Pacific theater of World War II comes the tragic story of the pilots who fought the last fight of the war during the first hour of peace.

When Billy Hobbs and his fellow Hellcat aviators from Air Group 88 lifted off from the venerable Navy carrier USS Yorktown early on the morning of August 15, 1945, they had no idea they were about to carry out the final air mission of World War II. Two hours later, Yorktown received word from Admiral Nimitz that the war had ended and that all offensive operations should cease. As they were turning back, 20 Japanese planes suddenly dove from the sky above them and began a ferocious attack. Four American pilots never returned – men who had lifted off from the carrier in wartime but were shot down during peacetime.

Drawing on participant letters, diaries, and interviews, newspaper and radio accounts, and previously untapped archival records, historian and prolific author of acclaimed Pacific theater books, including Tin Can Titans and Hell from the Heavens, John Wukovits tells the story of Air Group 88’s pilots and crew through their eyes. Dogfight over Tokyo is written in the same riveting, edge-of-your-seat style that has made Wukovits’s previous books so successful. This is a stirring, one-of-a-kind tale of naval encounters and the last dogfight of the war – a story that is both inspirational and tragic.”
OCTOBER 5
Tom Livesey “Pictorial History of Aircraft Serving Willow Run”
Come out and see a pictorial history of Willow Run Airport for October’s Historic Presentation Night! Tom Livesey will touch on early history, passenger and then the automotive cargo era at Willow Run Airport.

NOVEMBER 2
Wings of Gold: The Story of the First Women Naval Aviators
In 1972, a group of women were selected for Navy flight training as an experiment. They were not expected to succeed, and certainly not to make their careers in the military. But the six remarkable graduates from the inaugural group of female naval aviators racked up an impressive roster of achievements, and firsts. Leading by example, and by confrontation, when necessary, they challenged deep skepticism within the fleet and blazed a trail for female aviators wanting to serve their country equally with their male counterparts.

Beverly Weintraub is executive editor for viewpoints, projects and brand at The 74, a non-profit, non-partisan news site covering education in America. A veteran journalist, she worked for 24 years at the New York Daily News, where she and two colleagues won the Pulitzer Prize for editorial writing for an investigation into the illnesses afflicting 9/11 rescue and recovery workers. Bev is an instrument-rated private pilot and lives in New York City.

DECEMBER 7
Jack Weber “My Life Serving on the Willy Victor”
Jack Weber, USN Veteran, shares stories about his military life serving on the WV-2, otherwise known as the EC-121.

JULY 6
Al and Dave Eicher “When Amelia Came to Michigan”
“When Amelia Came to Michigan” is the real life story of Amelia Earhart’s adventures in Michigan. Our many years of research indicates she was here more than 25 times promoting the aviation industry and opportunities for women in this field. Our lecture and visual presentation begins with her childhood at the turn of the century, her family life and education, early flying experiences, the world records and her 8 years of adventures in Michigan. Over a 10 year period, we collected Michigan newspaper articles about Amelia, also hundred’s of photographs, old film footage, plus the music from the 1920’s and 30’s.

AUGUST 3
Lance Geiger “The History Guy”
Aztec Eagles - The Mexican P-47 Squadron
Mexico declared war on the Axis Powers May 22, 1942. While the nation made many contributions to the war effort, one particular contribution was unprecedented. For the first time in the history of the Republic, a Mexican unit was sent to make war on foreign soil. Mexico’s 201st fighter squadron faced obstacles of politics and prejudice, and yet the “Aztec Eagles,” flying the Republic P-47 “Thunderbolt,” earned an impressive record in the Pacific.

SEPTEMBER 7
Mike Barger “The JetBlue Story”
Dr. Mike Barger, a University of Michigan Business School professor, former FA-18 carrier pilot, and co-founder of JetBlue Airways will spend time talking about his involvement with the airline.

DECEMBER 7
Jack Weber “My Life Serving on the Willy Victor”
Jack Weber, USN Veteran, shares stories about his military life serving on the WV-2, otherwise known as the EC-121.
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**AIR ADVENTURES 2022 SCHEDULE**

**Book a Flight Today!**

Flights are subject to change. Please check our website for the most up-to-date flight information.

**YANKEEAIRMUSEUM.ORG/FLY**

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**OCTOBER – NEW Southern Tour – dates at YANKEEAIRMUSEUM.ORG/FLY**
It is one of the most beautifully restored Tri-Motors in the world and it is part of your Yankee Air Museum’s Historic Flying Aircraft Collection. It has been in our stable since the early summer of 2020, but only now is it ready to start flying as part of the Museum’s Air Adventure program.
IF YOU RECALL, this unbelievable aircraft came to the Museum right after the first surge of the COVID-19 pandemic. Our mandatory Museum closure was just being lifted and operations at the Museum and Air Adventure program were being cautiously reinstated.

With all the COVID-19 pandemic pressure, the tough decision was made to not put added strain on the Maintenance and Flight Operations Department, which allowed them to focus solely on the three other fixed wing aircraft and the Huey. So this amazing Ford 4-AT-B Tri-Motor patiently took a proverbial backseat to allow the reengagement of the rest of the Flying Aircraft over the next two flying seasons.

However, at the end of the 2021 season, attention turned to a target of flying the Tri-Motor’s first paying passengers in the summer of 2022.

But how do you introduce such a program? How do we build a program for an aircraft that we have never owned before? To be honest, it is as simple as crawl, walk, and then run. And for 2022, we will initiate a ‘safe crawl’ to start this new venture.

Even though we excel at Air Adventures with the B-17, B-25, C-47 and the Huey, this Ford-built beauty is different than all the rest. Truthfully, no aircraft we fly is like the other. Each have their own maintenance and flight operation patterns and business models. As a responsible vintage aircraft operator, we have to carefully learn the nuances of the Tri-Motor’s air and ground operations and all that comes with its safe and efficient programming.

As we plan to return the Ford Tri-Motor to the skies over Southeast Michigan, we will keep it relatively
close to home. We will operate mainly from Willow Run Airport and only engage in a few out-and-back trips to ‘get a feel’ for its operation, capacity and limitations.

In 2023, we will let her ‘spread her wings’ and begin more mini-tours and overnights in different cities and communities. The eventual goal by 2024 will be full tour schedules where the Tri-Motor will potentially be augmenting the Museum’s slower revenue months by engaging in warmer, Southern locations and tours.

At the Yankee Air Museum, safety is always first and being the repository of history is a serious responsibility. However, making the Museum as experiential as possible is integral to the Mission of what we do every day. The Tri-Motor has a special place in American Aviation History. We are beyond excited to be introducing the Tri-Motor into the Air Adventure family and look forward to providing another visceral and affordable experience to the guests of the Museum.

We hope that we will book your ride on this venerable and historic aircraft this year and be part of its debut in the skies over Michigan!

**Our New Ford Tri-Motor 4-AT-B Serial Number 42 (N9610)**

**SERVICE HISTORY:**
- September 1928  Sky View Lines, Buffalo, NY
- January 1931  Long/Harman, Dallas, TX
- 1937-1938  Various private owners in Michigan
- October 1941  Murphy Flying, Findlay, OH
- August 1953  Air Tours, Put-in-Bay, OH
- August 1953  Travel Air Taxi, Sandusky, OH
- August 1972  Island Airways
- January 1992  Private owner, restoration work began
- October 2010  First Flight after restoration. Originally N7684, renumbered as N9610
- August 2014  Private ownership
- **April 2020**  Transferred to Yankee Air Museum
Give a ride on the adventurous side

Surprise them with a gift that creates excitement, builds anticipation and over delivers!

Order a gift card today at YANKEEAIRMUSEUM.ORG/FLY

734-483-4030 | 47884 D Street | Belleville, MI 48111
GIVE THE GIFT of adventure!

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Photo by Robert C. Gerard, Willowhillphotography.com