

Cover photo: The recently restored Collings TF-51D Mustang.
Below: The only flying PT-17 Stearman that was used by the
Tuskegee airmen in WWII.



This has been a terrific year! There are many things we are very thankful for - our veterans, our crew, volunteers, supporters, members and very successful operations.

In our 28 years of operating the national Wings of Freedom Tour - 2016 has been our best! The B-17 Flying Fortress, B-24 Liberator, B-25 Mitchell and P-51 Mustang continue to draw people of all ages. Year after year, the Wings of Freedom Tour visits over 100 cities across the United States in a giant clock-wise loop starting and ending in Florida. We have now made 3,152 stops. People are coming out in great numbers to tour through and fly in these historic aircraft! The planes are in excellent shape and we are excited to continue sharing these amazing WWII aircraft with future generations.

We completed several major restorations in 2016. The most notable are the TF-51D Mustang, Supermarine Spitfire Mk.IX and P-40B Tomahawk. We are delighted with the newly restored TF-51D

Mustang! This Trainer Fighter is a thing of beauty. Since completing restoration it has been a major attraction on the Wings of Freedom Tour. The superb quality of restoration earned it the Grand Champion award for post WWII Aircraft from Oshkosh AirVenture. We are honored to say this is our fourth Collings Grand Champion! TF-51D "Toulouse Nuts" has joined the B-17, B-24 and B-25 bombers on the national Wings of Freedom Tour. We hope you get a chance to see this new addition on tour at an airport near you.

After many years in restoration Spitfire Mk.IX BR601 is now complete. Biggin Hill Heritage Hangar in England finished the job with the highest level of detail and craftsmanship. The Spitfire recently debuted at the Goodwood Revival. Goodwood was an active airfield during the war, and it is where WWII ace Tony Gaze flew BR601. This Spitfire has an amazing and well documented history behind it. Just after its first flight it was transferred to an active base by a Polish female pilot Stefania Wojtulanis. From there it went on to fly 113 missions with several pilots including two aces - Tony Gaze and Colin Falkland Gray. BR601



will be transferred to the United States in 2017 and will continue to fly in honor of our Allied forces.

The last remaining fighter from Pearl Harbor is flying again! The P-40B Tomahawk took to the skies this year. Its landing gear was repaired following a partial collapse that occurred in 2014.

We have been restoring several extraordinary artifacts that will be featured in the new American Heritage Museum. An LVT“A”-4 (Landing Vehicle Tracked) armored vehicle is being brought back to original condition. A very rare 1795 American six pound cannon has a carriage now and will be prominently featured in the Revolutionary War exhibit. For those of you who have been following the progress of the American Heritage Museum - our litigation with the town of Stow, Massachusetts has not yet been resolved. We are hopeful this will be completed and construction will start in 2017. The Collings Foundation has been utilizing the extra time to thoroughly develop designs,

exhibits, educational programs and media that will make this museum a world-class learning resource. This year, we expanded our scholarship program to include a Harvey Sanford Tuskegee Airmen Scholarship, in honor of a long time volunteer Mr. Sanford.

2017 shows great promise! Our restoration and education programs will continue as strong as ever. The Wings of Freedom Tour aircraft will be out flying across the United States. All of this is made possible by the support of people like you - and for that, we are thankful.



Photo: B-17 Veterans share a moment as they get ready to fly from Worcester, Massachusetts to Groton, Connecticut. Being able to share this flying history with our Veterans and public make a lasting impression on all. See a 3-D panorama of the B-17's interior on the Collings Foundation's web site - under WWII Collection - B-17 Flying Fortress. www.collingsfoundation.org



Bob Collings
Co-Founder



Rob Collings



Executive Director

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The Wings of Freedom Tour

Celebrating 28 years of WWII Flying History



Photo: WWII Veteran and Battle of the Bulge survivor John McAuliffe looking out the waist gun window of the B-17 Flying Fortress "Nine O Nine."

seat, but an area on the floor where thick nylon straps and a heavy metal buckle are bolted into the aircraft frame. The weight of the strap is heavy as you pull it across your waist. The flat metal insert fits into the receptacle...the handle comes down with a solid click... everyone looks around to make sure all is secure and ready for the adventure!

The Wings of Freedom tour crew is comprised of an amazing and dedicated group of people. Pre-flight experience briefings from the crew are always captivating and suspenseful.

Just inside the waist door of the B-17 is a hand hold. You have to look for it on the top leading edge.

The medal is smooth and formed just right for optimal grip. The best way to enter the B-17 is by grabbing onto this and either going in rear end first or one leg up then the other. Once inside

the waist gun area of the B-17 Flying Fortress, it is clearly evident - this is the real deal. Flight cables are strung through the fuselage like long tendons. Ribs of metal make rings around an impossibly thin skin of aluminum. Weathered 50 caliber machine guns are angled downward outside the plexiglass windows, protecting us from enemy fighters. The sight makes one pause with wonder and the realization that flying in this plane is going to be unforgettable.

Anticipation of the flight is seen on the faces of all the strangers who are now your companions. Eye contact is quick. Excitement sparkles in everyone's expressions as you look for the closest open seat. Well, it is not quite a

Now we are seated, buckled and ready. There are nervous smiles all around as the flight engineer scampers through the bomb bay, checks flight ready status and gives everyone the "thumbs up." There are sounds of generators whining and whirling and fuel pumps pumping - then a brief silence before the first engine comes to life. The sound is incredible, unlike anything you have ever heard before. The symphony of mechanical 'blug blug blug blug blug blug' permeates the interior with the mellow fragrance of oil and exhaust. As each additional engine starts there begins an acoustic harmony that is unique to a four engine WWII bomber. The aircraft is now alive.

Since most flight members are seated on the floor, the only sight to the outside is up through the waist

gun windows to the blue sky. At first, it is hard to tell that the B-17 is moving. Then, the brakes start to squeak and the aircraft lurches a bit. A distinctive “sleeeek” sound and a quick jerk sends a tactile message to all - the Flying Fortress is lined up on the runway and ready to take off.

Now, this part is a bit hard to describe - when all four engines reach take-off power, it's like a line of four 1,200 hp race cars all revving to the same rpm at once. At this moment your heart skips a beat and exhilaration flows through your veins. Rumbling down the runway within seconds, the Flying Fortress is in the air! We are flying in a B-17!

spectacular. Continue to move forward to the bomb bay. The catwalk is tight for anyone who is not 18-23 years old and 180 lbs or less. Careful not to hit your head as you move forward toward the cockpit and top turret positions. Watching our experienced pilots operate the Flying Fortress is comforting. If you are really lucky, pilot Mac McCauley will be pilot in command. He is a legend - having flown the most hours piloting a B-17 in the history of aviation.

The last area to explore is in the nose. This is where

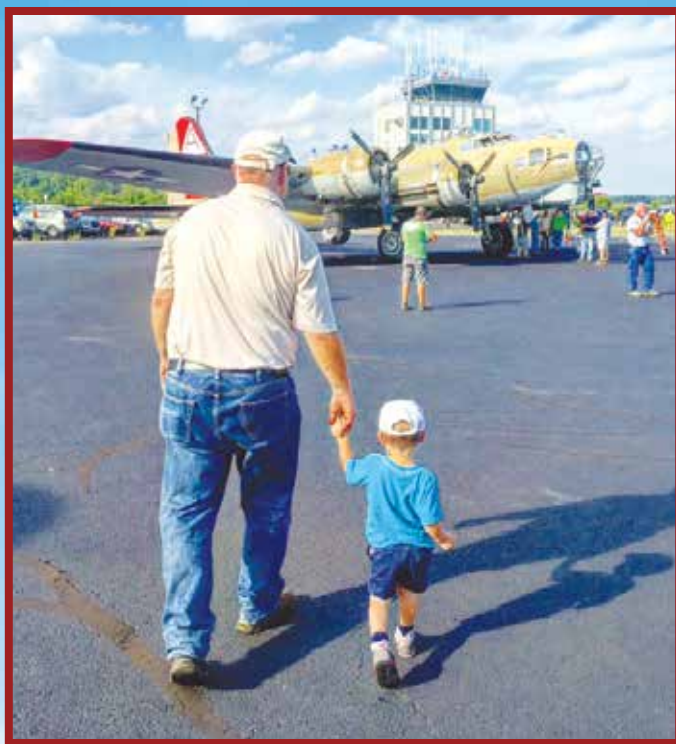
the bombardier and navigator were positioned. The entire nose of the B-17 is clear plexiglass.

A small seat is positioned in the center. The bombardier would look through the Norden bomb site to the targets below. Straight down is the ground streaking past and ahead is the fantastic horizon. From this vantage point, understanding that you are flying in a historic WWII icon grabs you hard. How incredible and scary it must have been in the 1940's, flying at 25,000 feet, air breathable only through a mask, the temperatures mind-boggling cold. Black silhouetted specks of attacking

The flight engineer appears again with a big smile and thumbs pointed out meaning we can now unbuckle and explore. There is nothing comfortable about this plane. Moving through the fully restored B-17 Flying Fortress takes some effort. Be careful to maneuver around the ball turret as you enter the radio room. Once through, there is an area where the radio operator was positioned. Old radio equipment is stacked with dials and gauges frozen in time. Look up and there is an open hatch. This is where an additional machine gun would be mounted to protect the plane and crew from diving fighters. If tall enough, you can stick your head out this opening. It is like a 130 mph convertible with wings! The 360 degree view is

Photo: Pete Heimirch and grandson Preston Derosa getting ready to tour though the B-17 in Morristown, NJ.

Background photos from Brit Deitz. www.warbird-photos.com



fighters would be buzzing around like hornets and puffs of flak would explode all around you as you pray - today is not your day.

The daydream is cut short when the flight engineer pops up again with thumbs pointed inward. This means it is time to go back to a seat, buckle up and get ready to land. You now appreciate the nuances of the B-17 Flying Fortress, its guns, wires, gauges, and a sound that vibrates every cell of your body. You feel the engines start to slow and the aircraft dips. A pleasant “chirp-chirp” sound signals that the tires have kissed the runway and your flight is nearing its end.

The B-17 taxis back to the loading area. You are not the same person who boarded. The experience of flying in a real honest to goodness WWII bomber leaves a lasting impression. Knowing looks from the flight crew as you grab onto the newly discovered hand hold and swing your feet to the pavement say it all. You have just experienced living history.

The Collings Foundation has been bringing this experience to people all around the country for 28 years and running. Each person takes away something a little different, but also something that is shared by all - a connection to history that can only be found flying in a fully restored WWII aircraft.

Our flight crew, coordinators, mechanics and volunteers make this extraordinary historic aircraft tour possible. To these amazing men and women we give our heartfelt thanks for creating a memory that lasts a lifetime.



Jamie's Flight Coordinator Corner

Jamie Mitchell is looking forward to starting her second year on tour as Flight Coordinator. Jamie has been sharing her adventures across the United States through the Collings Foundation's facebook page. This is a great way to keep in touch with the flight crew, catch up on the current schedule, see some amazing photos and facebook live video of Jamie's experiences in some of the most amazing historic aircraft in the world!

www.facebook.com/collings.foundation





Top left: The B-24 Liberator flight engineer keeps an eye on the wing tips during taxi. Top right: The B-24 cockpit.



Background photo: The B-25 Mitchell "Tondelayo" flying overhead. By Brit Dietz



Picture: The new TF-51D Mustang "Toulouse Nuts" joined the Wings of Freedom tour and is available for Flight Training.

Join us for a flight or tour in the B-17, B-24, B-25 and P-51! See our 2017 schedule on the web or call. Your participation helps us "Keep 'Em Flying!"



Photo by Glenn Perry
gperryimages.com



Burgundy Beauties

1944 Grumman Goose

1940 V-16 Cadillac owned by Al Capone

1937 Cord Model 812

**See these automobiles and other classics operating
during our *American Elegance* event -
June 17th & 18th, 2017 in Stow, Massachusetts.**

www.colingsfoundation.org 800.568.3924

TF-51D MUSTANG TOULOUSE NUTS

Grand Champion Mustang 100% mission ready.

Written by Joe Scheil. Full article was featured in Air Classics, November 2016.

The cockpit of a P-51 Mustang is a commanding location, especially after starting the V-1650 Merlin. There is the smell of burned AvGas, the exhaust crackle distinctive to the Merlin, the vibration and roughness of the V-12 at idle. All these factors tell you this machine is different; an aircraft apart from others.

This July at Oshkosh the above experience was magnified by the close proximity of hundreds of people surrounding the gleaming silver stallion - people who would clearly love to be doing exactly what you are doing. At that moment, you realize that you are a very lucky

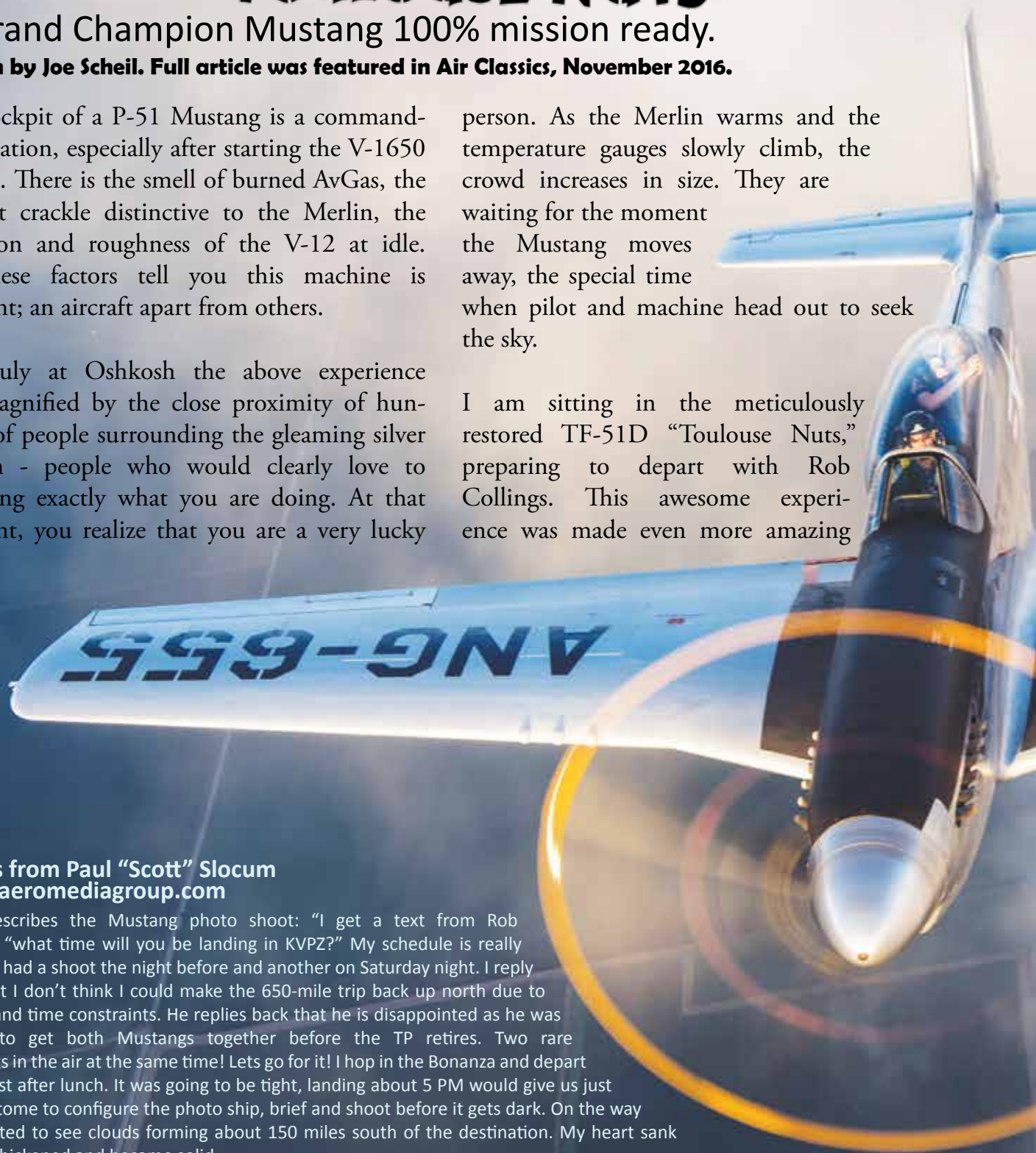
person. As the Merlin warms and the temperature gauges slowly climb, the crowd increases in size. They are waiting for the moment the Mustang moves away, the special time when pilot and machine head out to seek the sky.

I am sitting in the meticulously restored TF-51D "Toulouse Nuts," preparing to depart with Rob Collings. This awesome experience was made even more amazing

Photos from Paul "Scott" Slocum
www.aeromediagroup.com

Scott describes the Mustang photo shoot: "I get a text from Rob Collings, 'what time will you be landing in KVPZ?' My schedule is really tight as I had a shoot the night before and another on Saturday night. I reply back that I don't think I could make the 650-mile trip back up north due to budget and time constraints. He replies back that he is disappointed as he was hoping to get both Mustangs together before the TP retires. Two rare Mustangs in the air at the same time! Lets go for it! I hop in the Bonanza and depart Dallas just after lunch. It was going to be tight, landing about 5 PM would give us just enough time to configure the photo ship, brief and shoot before it gets dark. On the way up I started to see clouds forming about 150 miles south of the destination. My heart sank as they thickened and became solid.

Would we be weathered out again? KVPZ is just off of Lake Michigan and as I approached to my delight, the lake winds were breaking the clouds up into beautiful fair weather cumulous that were scattered to broken all around the airport we would be operating out of. The results? Well see for yourself! This ended up being one of my favorite shoots of the year. The pilots were top notch, the weather was perfect and the lighting was optimal giving us the color and contrast to show off this magnificent restoration where it belongs, in the air!"



knowing that a portion of the Mustang's original cowling - still in its original and unique paint - was on the aircraft for that day. If you are a gear-headed aviation history buff like me, these factors combine to create the "special-ness" of the flight. After a bit, we began our taxi to the active runway. Throngs of people stop and stare as this Mustang passes. This a machine with life - a transcendence of metal parts that continues to inspire, bewitch, and drive the human spirit by its sound and presence.

The Mustang takeoff is a busy thing - a balance of power and judgment applied in a conscientious fashion to achieve the desired result. It is an experience that sounds and feels fantastic - the Merlin magic rising to a crescendo only fully realized at low speed and high power. As the fighter accelerates, the noise begins to mix with the rushing airflow.

The gear comes up into the wells. Power is reduced and rpm decreased. The totally unique sound becomes simply the most wonderful ambient noise.

We took off under an overcast sky. Leaving the Oshkosh area was both traffic and trouble free. This was my first ride in a TF-51D - it was a sublime experience. This is a very clean TF with a light feel and, as Mustangs go, a brilliant balance and "tautness" unique to this particular airframe.

All of the hard work, sweat and thousands of man-hours combined to create a winner. At this year's Oshkosh event, the TF was honored as the Post-war Grand Champion Warbird. As we climbed to 11,500-ft, I reveled in how the aircraft felt

and sounded. This is magic! Dodging increasing build-ups as we flew south, I had time to reflect on the Mustang and its place in American aviation royalty. Anytime air traffic contacted us their sincere reverence was evident. This is THE plane that broke the Luftwaffe. This is THE plane the greats flew - Jim Howard, then Gentile, Godfrey, Bud Anderson (see page 28), Yeager, Olds, and so many other aces.

Aerobatics in the TF-51D Mustang are amazing - so much fun that we just want to laugh out loud as we roll off the top of a loop. The cars and trucks mark time on the interstate some 9000-ft below as we point straight down and set up for the next maneuver. We don't watch them, just notice that other people aren't living as we are. We are in a Mustang! The G comes on and the nose again heads through the vertical.

We immerse ourselves in the operation of the plane, temperatures, pressures, and energy prior to the next maneuver.

Descending rapidly, I set up to enter the pattern and am conscious of the lithe nature of this Mustang - different in so many ways from the T-33 jet with which I am more experienced. There is no thrust lag. There is direct feel and perfect feedback from engine and propeller, elevator and aileron. The overhead break is wonderful. The TF makes it look easy, and a steep approach enables us to be safe all the way down.

As the canopy slides back and the snorting and back-firing protests of the Merlin enters the cockpit, I know this is a special Mustang. The one I have been waiting my whole life to experience.



Photos courtesy of Slocum and AirClassics magazine.



Pictures Above: Freshly painted in a flat green color with teeth on the nose, TF-51D 44-84655 on the ramp at Van Nuys airport on December 31st, 1957. Note the extensive exhaust streak, indicating that the Merlin had been run hard. This was shortly before the TF headed to Nicaragua. Top picture features the newly restored Mustang "Toulouse Nuts" with a cowling panel showing the original "shark teeth" paint still on it.

Collings Foundation TF-51D

The TF-51D restoration was meticulously done to exacting standards, including details such as original inspector's stamps. Ashley Ezell with American Aero was an excellent choice to manage and perform the restoration since he had spent years learning from Betty Jane while she flew on national tour. All of the little details learned during the 3500+ hours flying the TP-51C over a ten-year period were

Above: Picture of the Collings Foundation's TF-51D featured on the cover of Air Classics. For any warbird enthusiast - this is the magazine to have. Collings newsletter readers get a special discount for Air Classics subscriptions. The normal discounted subscription is \$45.95, but mention Collings and get it at \$39.95!

folded into the restoration of the TF-51D. Toulouse Nuts (44-84655) was originally built by North American at the Dallas factory in 1944. As WWII came to an end, the government began slashing military contracts at virtually every factory across the country. This created a golden opportunity! A group of creative individuals formed the Texas Engineering and Manufacturing Company - TEMCO. They were able to obtain manufacturing rights for a number of aircraft after the war and converted several P-51 Mustangs into trainer/attack designs. In 1950 the company won a contract to produce a "substantial number" of TF-51D aircraft for the USAF. TF-51D 44-84655 was part of this modification order.

The TF-51D 44-84655 was transferred to 167th West Virginia Air Guard that operated the last Mustang squadron in the USAF. In 1956 the aircraft was flown to McClellan AFB near Sacramento, California and put up for auction. Nicaragua purchased 44-84655 and a handful of other P-51 Mustangs. Eventually, the Nicaraguan government put their fleet of Mustangs up for sale. After it was brought back to the United States in 1963, Aero Enterprises of Indiana purchased 44-84655. In 1965, it showed up at Aero Sport in Chino, California. It was at this point that this Mustang continued its long journey that would eventually lead to American Aero and the Collings Foundation.

Many people have put long hours and intensive effort into the airplane to make it the perfect Grand Champion winner at Oshkosh. Toulouse Nuts is now a proud addition to the Wings of Freedom Tour. It will be available for flight training at each of our stops.

For those of you who want to experience a flying legend - here is your chance! See our web site for current flight schedules and details.

TOULOUSE NUTS

The only original TF-51D in the USAF that had nose art.

The West Virginia National Air Guard operated the only "named" TF-51D in USAF service. The WV ANG crew chiefs named all their planes. 44-84655 "Toulouse Nuts" served as the squadron closed out the American service history of Mustangs.

This two seat Mustang earned its distinctive name in the WV ANG from a mechanic with a wry sense of humor. When a pilot brought a plane in with squawks and had a whole bunch of explanations for what was wrong with the plane, the mechanic's summation of the problem was, "Sounds like a loose nut behind the wheel." The pilots rarely got the joke. Being a two-seat Mustang - having "two loose (Toulouse) nuts" in the cockpit - this name seemed like a natural fit.



Top picture: "Toulouse Nuts" flying with our beloved P-51C "Betty Jane." Bottom picture: Master craftsman and restorer Ashley Ezell with the Grand Champion award.

BATTLE FOR THE AIRFIELD

WWII RE-ENACTMENT
& VETERANS ROUNDTABLE
October 7th & 8th, 2017

Over 300 re-enactors converge on the Collings Foundation's grounds in Stow, Massachusetts for one of the world's most dynamic and engaging WWII living history events. Camps are set up with historic accuracy supporting the ground forces ready to move into battle. Re-enactors serve as docents engaging people in the lives of soldiers. WWII Veterans from around the country come to share their experiences. It is a history lesson that leaves a lasting impression.



Photo from Dan Maier

Photos from David Watts, Jr.



Photo: The British 6th Parachute Division advance on the German positions.



Photo: The incredible German Fi 156 Fieseler Storch aircraft taking off in under 200 feet to search for the Allied forces.



Photo from John Collins



Photo: The German 251 half track (behind the truck) takes a direct hit from the American Sherman Tank.



Supermarine Spitfire

One of the world's most significant Spitfire restorations is complete.

"An amazing aircraft to fly" - Rob Collings

Photo: Biggin Hill pilot Richard Verrell takes BR601 through its paces during the third test flight over southern England.

www.collingsfoundation.org 800.568.8924

Photo: The Collings Foundation's Mk.IX Spitfire BR601 with the world's only two-place TR.8 Spitfire flying past the legendary cliffs of Dover.
Bottom left: A memorial stone at the Goodwood airfield for BR601 Ace Tony Gaze.



"The Spitfire was a thing of beauty to behold, in the air or on the ground, with the graceful line of its slim fuselage, its elliptical wing and tailplane. It looked like a fighter, and it certainly proved to be just that in the fullest meaning of the term. It was an aircraft with a personality all of its own -- docile at times, swift and deadly at others -- a fighting machine par excellence." - Lt. Col. William R. Dunn, USAAF 71 Squadron RAF



Spitfire Mk.IX BR601 of the Collings Foundation recently performed its first flights after restoration by the Biggin Hill Heritage Hangar. This aircraft is considered as the second production Mk.IX and was restored accordingly. A true Allied combat veteran aircraft is very rare. Spitfire Mk.IX BR601, with its history of 116 combat missions, flown by two aces (Tony Gaze and Colin Falkland Gray), is arguably one of the most significant surviving Allied fighters in the world.



The history of this particular Spitfire is well documented. Flying with the RAF, BR601 started at a base in Hornchurch, 14 miles northeast of London. Its many missions included more than 40 flights escorting B-17 and B-24 bombers over Europe.

BR601 will be moved from England to the United States in 2017 and will continue to fly in honor of all our Allied veterans. For a complete history of Spitfire BR601, spectacular photos and videos visit the WWII Collection page on our web site.



A stunning photo of the Collings Foundation's Spitfire Mk.IX BR601 flying over the cliffs of Dover. Photos by John Dibbs.



COLLINGS FOUNDATION HOUSTON

PRESERVING AVIATION HISTORY IN HONOR OF
OUR VIETNAM AND COLD WAR VETERANS

Approximately 8,744,000 Americans served in the military during the Vietnam War. Over 58,000 were killed and 153,000 were wounded in this conflict. The Collings Foundation's F-4 Phantom, TA-4 Skyhawk, F-100 Super Sabre, A-1E Skyraider and UH-1E Huey Helicopter fly in tribute to those who served and fought during the Vietnam War. These aircraft are fully restored flying icons. Through powerful personal experiences people appreciate what these aircraft represent and the sacrifices made by those who served in the United States Military.

Keeping these aircraft flying is a tremendous undertaking. The Foundation's planes are cared for with an unsurpassed level of pride and attention, funded by private individuals and sponsors. Not one cent of funding comes from the US tax payer.

Please make a contribution to the Foundation – or go flying!
Help us keep these iconic jets in the sky, honoring all who served, and those who made the ultimate sacrifice for our country and freedoms.

Flight Experience & Flight Training Programs

TA-4 Skyhawk flight experience and training programs:

Each participant will take part in academic sessions on the aircraft, which will include presentation, safety procedures, ejection seat training, and cockpit orientation, before donning a Nomex flight-suit and strapping into one of the most powerful civilian operated fighters in the world.

TA-4 Skyhawk: \$8,000

Also at the Houston Facility:

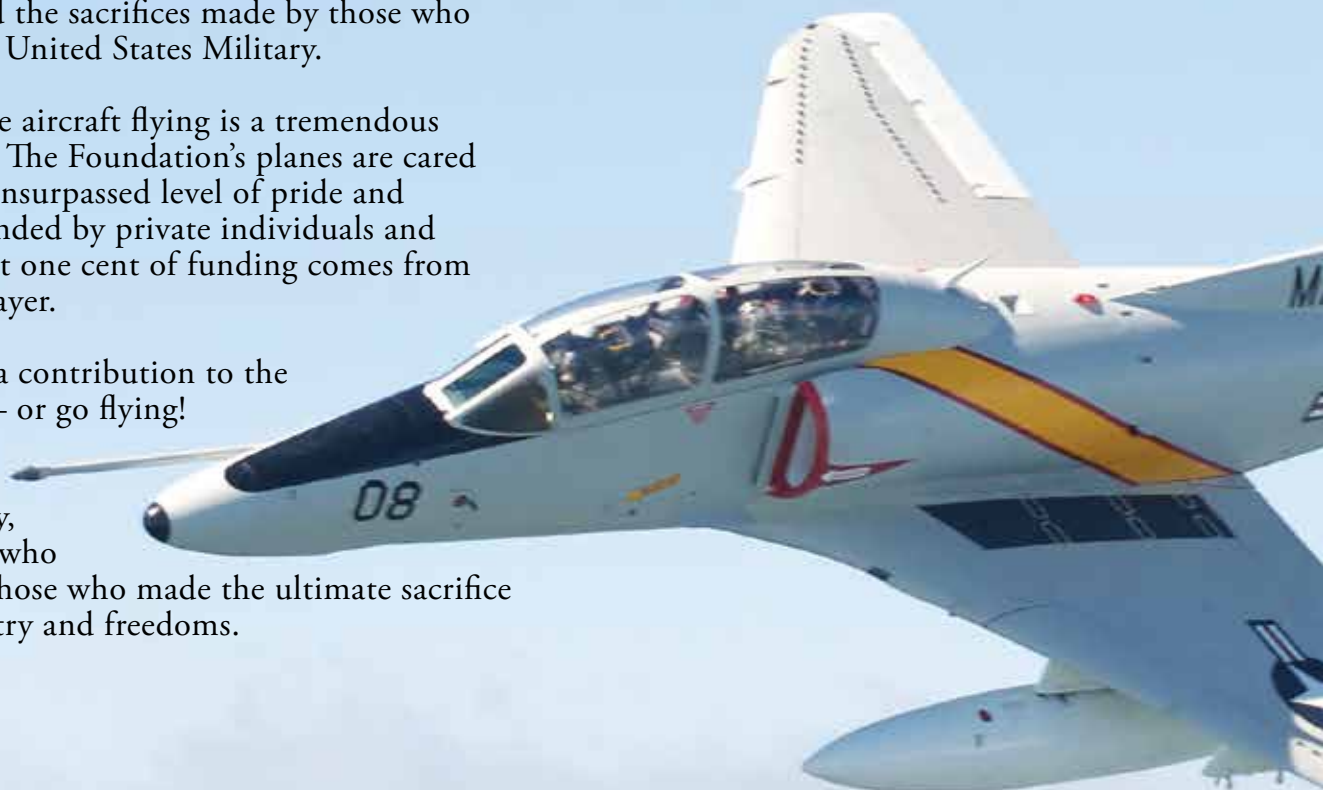
Messerschmitt Me 262 Unusual Attitude / Upset

Training Flight: Requirements: Pilot license with multi engine rating and current 3rd class medical.

Cost: \$5,000.

Messerschmitt Me 262 Type Rating: Requirements: Must possess at least a United States Private Pilot certificate with Multi Engine Land Rating, current 3rd class medical, minimum 1,000 hrs. pilot flight time including 500 hrs. as PIC in multi engine aircraft category.

Cost: \$3500 per flight hour plus fuel.



UH-1E Huey Helicopter Flight Experience: Take an exhilarating flight in the legendary Huey Helicopter. Flights can be conducted at the Houston / Ellington Field location on appointment or at any of the Wings of Freedom Tour locations when it comes through Texas

Cost: \$100 front / \$80 bench seats.

**For a schedule of stops or questions call our office at :
800-568-8924**

Photo: The Collings Foundation's TA-4 Skyhawk tips its wings during a flight training over the Houston, Texas facility.



Top right: Captain Bert Zeller takes the TA-4J Skyhawk straight up from take-off during the Thunder Over Michigan air show. The amazing agility and fast roll rate of this Vietnam fighter/bomber make it an instant attraction. The sound of the A-4 during flight is very distinctive.



Middle right: Captain Bert Zeller holds the Skyhawk in tight formation with the TBM Avenger during a fly-by.

Bottom right: The Collings Foundation's Bell UH-1E Huey Helicopter at one of the Wings of Freedom tour stops in Texas. This particular Huey was flown by Medal of Honor recipient Stephen Pless during the Vietnam war. Everyone knows when the Huey is coming from the "whump-whump" sound the rotors make. This helicopter will be out again in 2017. Check our web site for schedules.



Photo: Big and little Robert Collings try to keep the 1904 Franklin moving around bend #1 as the Woman's Suffrage bicycle rider Skylar Wolfe and runner "Farmer" Joe Scheil take the inside line to the finish.



Race of the Century

A unique living history event that highlights the advancements of transportation technologies over the last 100 years.



Reading about early aeroplanes or seeing one sitting in a museum pales in comparison to watching one fly! It is an even more spectacular sight when a rare historical aircraft races down the runway against a horse - hooves a-flying, engine at full throttle and going like blazes!

The progression of transportation technologies comes to life during the Race of the Century. Every year we host this event. The outcomes are always surprising and unpredictable! We hope you will join us for the **2017 Race of the Century in Stow, Massachusetts - July 29th and 30th.**

Top right: Horsemen John Catalfumo on Puck and Hugh Francis on Tanqueray at a full gallop to the finish. Bottom right: Sprint car drivers "Crazy Fast" Chris Cassidy and "Grass Burn'n" Bruce Harrison tear down the track. Winner races against the UPF-7 Waco!

A Bicycling Suffragist vs. an Antique Car? Watch This Historic Race.

<http://news.nationalgeographic.com/2016/06/video-antique-cars-race/>

*Watch the
video!*



Photo: Rob Collings flying the 1909 Bleriot against horseman Dave Loda on his steed Huckleberry. Photos from David Watts, Jr.

Restoration

Report 2016



FW 190F-8



GossHawk Unlimited is really chugging along on the Focke-Wulf **Fw 190F-8**. The main fuselage structure is now complete. Components such as the windscreen, brackets and related items are being restored and added. Work on the wing started earlier this year. GossHawk contracted Custom Connections to do the electrical system. They are researching and beginning repair of the electrical components and starting to draw schematics. Other work on the Focke-Wulf includes researching, inventorying, and ordering a complete hardware set for the aircraft- from nuts and bolts to cotter pins and nut plates. The BMW 801 engine is being overhauled by Vintage Radials. Paying close attention to detail is very important for this authentic one of a kind German fighter. Great progress has been made on the Focke-Wulf in the past year, and will continue!



P-38
B-17



Preparation for moving the **P-38 Lightning and B-17 Flying Fortress** from Evergreen Museum is going very well. Ashley Ezell and crew from American Aero Services went to the museum to inspect the aircraft and determine flight worthiness. The P-38 was moved out (picture above) for its first run up in over 14 years. After a day's preparation the engines came to life in a beautiful puff of exhaust! See video! www.cfdn.org



The Collings Foundation's F6F-3N Hellcat (Bu 41476) restoration is progressing smoothly at American Aero Services. The center section is close to completion and will be mated with the fuselage within the next couple months.

IS-2 TANK



IS Tanks ('IS' meaning Joseph Stalin or Iosif Stalin in Cyrillic) were a series of heavy tanks manufactured by the Soviet Union during WWII. These massive machines were used as breakthrough tanks, firing high explosive shells that were devastating against bunkers and trenches. The IS-2 was used by the Soviet forces in the final stage of the Battle of Berlin. There were over 3,800 IS-2 tanks produced during WWII.

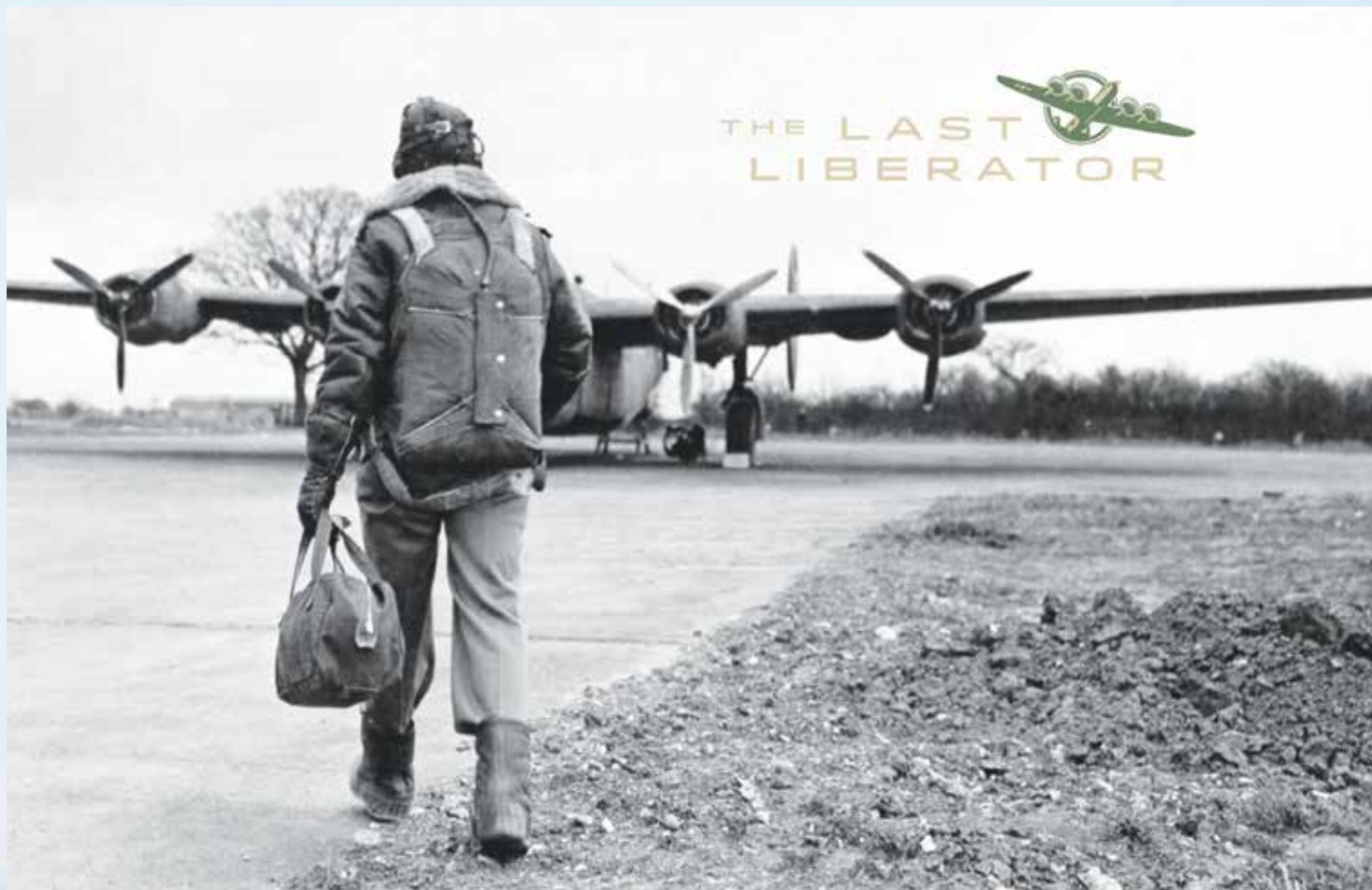
Our IS-2 tank was manufactured in Russia in February 1944. By the war's end the tank was in Germany and served with the East German Army. The Collings Foundation acquired this tank from the Overloon War Museum in the Netherlands and transported it to the Collings Foundation in 2016. (One of only two in the Western Hemisphere.)

The Collings Foundation is in the process of restoring this IS-2. It will be on display in the new American Heritage Museum. The process of taking the tank apart has been fascinating. Bullet slugs were found wedged in the armor seams. We have identified a large hole in the turret that must have been from a German anti-armor round (picture featured above).



**1795
American cannon**

Made in New York, this 1795 cannon is believed to be one of the oldest surviving cannons in the country. A complete carriage and wheels were constructed to original specifications. The cannon will eventually be on display in our AHM Revolutionary War exhibit.



INLAND SEA
PRODUCTIONS

INVERSION



COLLINGS
FOUNDATION

***WWII History And Legacies
Coming To The Giant Screen***



Photo: Andy Davis captured the B-24 taking off from Worcester Airport.

www.collingsfoundation.org 800.568.8924

The Last Liberator is a multi-platform educational program. Anchored by a giant screen film, it will immerse audiences in the world of American aviators as they took to the skies to win World War II. Their stories of valor and heroism are told through the legacy of the B-24 Liberator, the most-produced aircraft of the war. Only one Liberator B-24J still flies, and it is part of the Collings Foundation's Wings of Freedom Tour. It is that aircraft that unifies these stories of America's air war.

This is not simply the history of the B-24 Liberator, but the story of the men and women who designed, built, maintained and flew it. It is the story of a nation united, with allies focused and determined. It is the story of thousands of individuals who played their parts in defeating an enemy. Compelling eyewitness accounts by WWII veterans provide an unforgettable narrative through this incredible film.

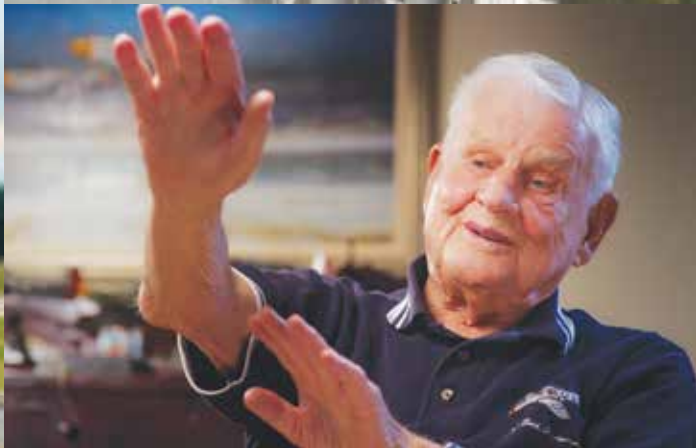
Our distribution team has created a well supported approach to the film's theatrical release. This includes commercial theaters, institutional theaters, and a traveling exhibit with the Wings of Freedom Tour. In addition, detailed content ranging from history to geography to science will be distributed through a vibrant website for lifelong learners and classroom materials for K-12 educators.

WE NEED YOUR HELP TO GET THIS COMPLETED

The budget for production and launch of the giant screen film and companion web and classroom programs is \$2.5 million. We can not finish this project without financial support. Sponsorships are available at several different levels. Please call Hunter Chaney at 978-562-9182 or visit www.thelastliberator.com for more details.

Top and middle pictures: Inversion Production's crew filming "the flak scene." Bottom picture: WWII Ace Bud Anderson talking about flying B-24 escort in his P-51.

See the latest trailer at: thelastliberator.com





2017 BOMBER CREW TRAINING PROGRAM

**May 30th to June 1st
Stockton, CA**

Battle of the Bombers

Battle of the Bombers is the next step in the Stockton Field Aviation Museum's Bomber Camp. Using the world famous B-17G Flying Fortress and B-24J Liberator from the Collings Foundation this program is a step back in time to 1944. In past years we have used either the B-24 or the B-17. This time BOTH bombers will go head to head in competition to see which Bomber and Crew can put their bombs ON TARGET.

You are invited to experience the sights, sounds and smells of 1944 in this action packed three-day training program. Step back in time and train as Air Crews trained during WWII. Learn the basics needed to become an effective and knowledgeable crewmember. Experience gunnery practice in a real WWII turret trainer, learn the role and function of the bombardier, try defensive and offensive tactics. Hit the target, get back to base alive and be ready for the next mission.



Top picture: Bomber Camp Command issues the mission report and marching orders to trainees in front of the B-17G Flying Fortress "Nine O Nine."

Bottom picture: Trainees help pre-flight the B-17 and load the dummy bombs into the bomb bay prior to the flight.



When: May 30th - June 1st, 2017 - Training will commence on Tuesday May 30th at 0900hrs. Camp will conclude on Thursday June 1st at 2100hrs.

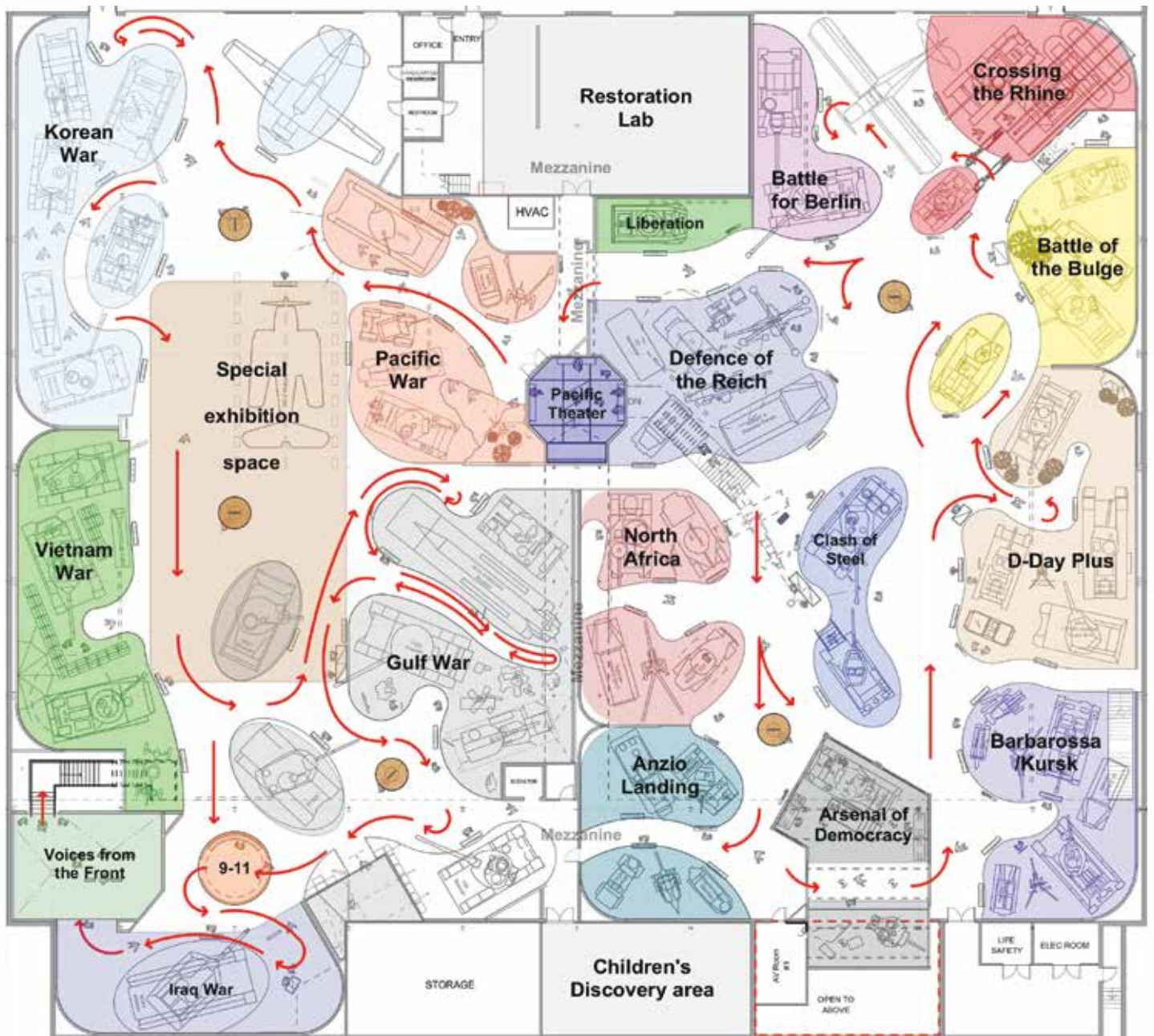
Base Location: Stockton Municipal Airport
Stockton Field Aviation Museum Hangar, Stockton, California.

Target: Top Secret Classified Information. Crew will be issued mission and target objectives on completion of crew training.

Cost: \$4,000.00 per person (Price includes barracks accommodations for three nights (Tuesday, Wednesday and Thursday) food, materials, ammunition and support supplies. Trainees must arrange travel to Stockton. (Transportation to and from training facilities will be provided.)

For more information about BATTLE OF THE BOMBERS please e-mail Major William Gaston at arizonagroundcrew@cox.net

Age restrictions: 16 yrs. and older. 16 yrs. to 18yrs. has to be accompanied by legal adult or guardian .



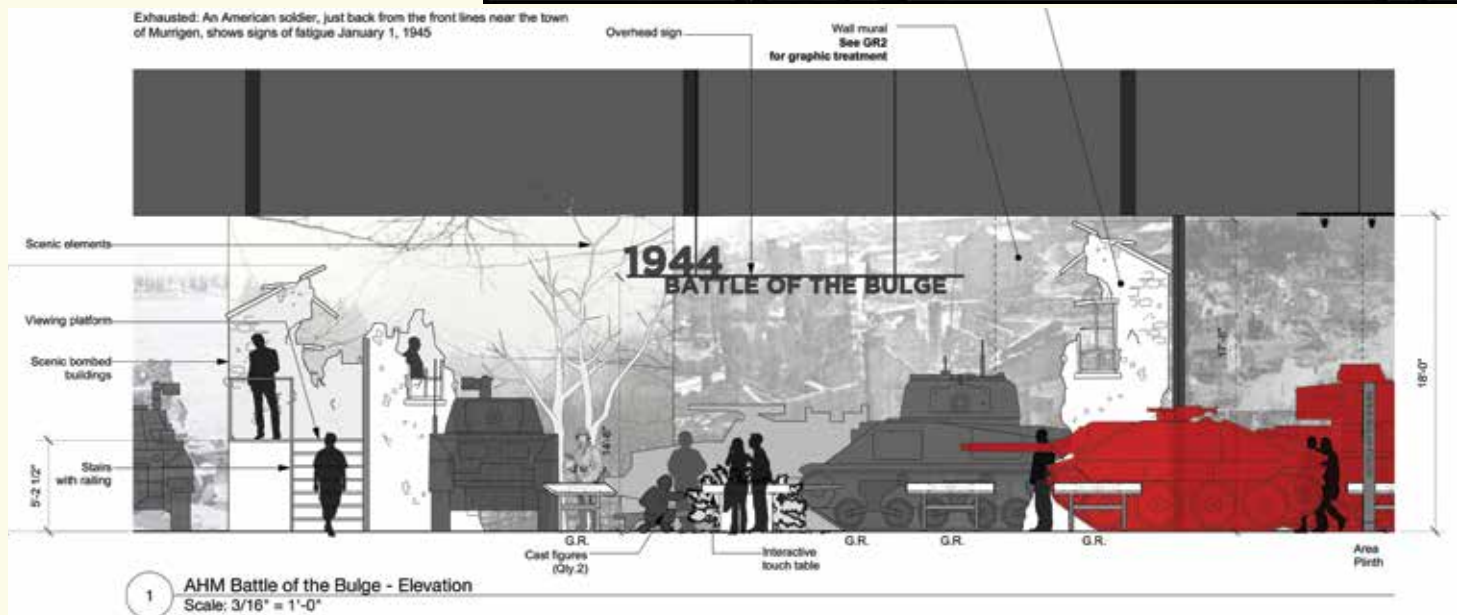
The American Heritage Museum will be a new free-standing building located in Stow, MA. Years of research and design have gone into the layout you see on these pages. The American Heritage experience will unfold chronologically as you move through the environment. Entering the building, visitors will encounter a Revolutionary War exhibit and interpretive theatre. The theatre will open to a WWI trench immersion exhibit. Here, attendees will move through a dark and oppressive landscape of warfare. This strong feeling of personal engagement will continue throughout the Museum.

More than a dozen carefully recreated environments thrust visitors into the dire struggles of soldiers. In the tradition of the Collings Foundation, this Museum will bring historic artifact to life! Unique and compelling displays will be enriched with new media to engage and educate.

The American Heritage Museum will advance the Foundation's mission to collect, preserve, study, and present objects of historical significance and national heritage. The American Heritage Museum will feature some of the rarest historical artifacts in the world. These include a WWI tank, a Higgins Boat that survived D-day, a LVT "A" -4 that survived the Pacific Theatre, a Panzer 1 Tank, a German 222 reconnaissance vehicle, an IS-2 tank, a Scud B

missile and launcher, an Abrams tank, an original piece of the Berlin wall and many other rare and unique artifacts.

For more information on the American Heritage Museum, plans, education outreach and interpretive goals visit our web site: www.collingsfoundation.org



Join the Team!

A true bucket list item!



Flight Certificates

Help support the Wings of Freedom tour and get your special someone the experience of a life-time. Buy a flight certificate before end of December and receive a B-17, B-24, B-25 or P-51 cap with your order. Certificate good until used at any of the Wings of Freedom tour stops.



The best way to relive this history is to take a once-in-a-lifetime flight on board the B-17, B-24, B-25 & P-51. The Collings Foundation is proud to offer our Flight Experiences and Flight Training on our Wings of Freedom Tour in over 100 cities annually.

Imagine yourself soaring on board a WWII flagship of the USAAF Strategic Bombing fleet. Become a crew member and experience a taste of what it was like in WWII. Sit as a bombardier, stand as a waist gunner or monitor flight activity as a flight engineer. Explore the plane as you soar through the great blue. You can also be a fighter pilot! Get real flight instruction in the

legendary TF-51D Mustang fighter! Every flight helps defray maintenance and operations costs for the aircraft that are over \$4000+ per operating hour per aircraft.

Purchase a flight certificate before end of December and we will throw in a Collings cap of your choice, glossy photos of the aircraft, background aircraft information sheets, all in a nice folder. The additional revenue generated by these flight certificates helps pay for our year-end maintenance of the Wings of Freedom Tour aircraft. In essence, YOU are helping us “Keep ‘Em Flying” while you get the chance to fly in the most rare and important aircraft from WWII! Call us at headquarters or order through our web store:

800-568-8924 www.cfdn.org

B-17 Flying Fortress or B-24 Liberator bombers: 30-minute flight experience: \$450 per person.

B-25 Mitchell bomber: 30-minute flight experience: \$400 per person

TF-51D Mustang fighter Flight Training:
Half hour flight training \$2,200
One hour flight training: \$3,200





COLLINGS FOUNDATION HONORED CONTRIBUTORS



(2016 donations)

MEDAL OF HONOR (\$100,000 and up)

(2) Anonymous Plane Sponsors

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Michael McGhee by Roy Reardon, MD
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GOLD (\$25,000-\$49,999)

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2016 B-17 & B-24 PLANE SPONSORS

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Kenneth Adams
Steve Herson
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John Olin
John R. Archdeacon by Scott Tesar
Alpin Chisholm
Lily Dworak by Frank Dworak



P-51 Mustang Plane Sponsorship: \$7000

Help support the P-51 Mustang! Your contributions help keep this legendary fighter in the air.

Benefits: You are helping keep up the maintenance and operation of the P-51. You get one full hour flight training in the TF-51D "Toulouse Nuts" at any of the Wings of Freedom Tour stops. Choice of custom A-2 jacket or hand crafted and personalized P-51 model. \$6,500 of this sponsorship is a tax-deductible donation.

2016 P-51 & B-25 PLANE SPONSORS

P-51 Mustang Plane Sponsors

Joy Cohn by Joe Osentoski
Richard Stevens
Charles Lynch
Richard Valot
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B-25 Mitchell Plane Sponsors

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2016 DISTINGUISHED FLYING COMMAND

B-24 Liberator DFC

Nels W. Pedersen by Martha Pedersen
Karen Russell Sparks by Robert G. Sparks
Martin W. Goldfarb by Laura Goldfarb

B-17 Flying Fortress DFC

John F. Burke, Major USAF by Cesare Segalini
John Dent by Robert Hough

P-51 Mustang DFC

Carl Honaker



MEMBERSHIP INFORMATION

Your contributions and sponsorships are what keeps these programs running. We receive no state or federal funding. Help keep the legacy alive for generations to come. The expense of operating and restoring historic aircraft for all to see is immense. Your donation is essential. During 2016 our fuel costs alone were over \$900,000. Every bit helps!

Participating Member: \$100 annually

Participating Members receive \$50 discount coupon good toward one bomber flight. Participating Members also get one free admission to the Wings of Freedom tour, glossy photos of the bombers and one year subscription to the Collings Foundation's newsletter.

Please remember to renew your membership annually (online or by mail).

DFC Member: \$2500 one time contribution

DFC Members receive honored name placement on either the B-17 Flying Fortress or B-24 Liberator. DFC Members also get two flights on either the B-17 Flying Fortress or B-24 Liberator, glossy photo of the bombers (your choice) and one year subscription to the Collings Foundation's newsletter.

Plane Sponsor: \$7000 cumulative contribution

Plane Sponsors receive honored name on either the B-17 Flying Fortress or B-24 Liberator, *lifetime between cities bomber flight privileges for the Sponsor and guest*, a personalized A-2 leather flight jacket. Plane Sponsors also get free admission for member and guest to the Wings of Freedom Tour, glossy photo of the bombers (your choice) and life-time subscription to the Collings Foundation's newsletter. Up to \$3500 of previous flights and donations can be applied to a Plane Sponsorship.

Call for details on your DFC or Plane Sponsorship donation. A major portion of your donation is tax deductible. The Collings Foundation is a 501(c)(3) Educational Non-Profit.

Aircraft Donor / Project Sponsor

The majority of Collings Foundation aircraft have been donated. Doing this ensures the ongoing preservation and accessibility to the public of these important historical icons. Please call us if you would like to help us purchase an aircraft, important artifact or sponsor one or many of our restoration projects. You can create a lasting legacy!

COLLINGS FOUNDATION MEMBERSHIP & CONTRIBUTIONS

NAME

ADDRESS

CITY/STATE/ZIP

HOME PHONE

OTHER PHONE

EMAIL

- ☐ Participating Member: \$100 annually
- ☐ DFC Member: \$2500 one time contribution
- ☐ Plane Sponsor: \$7000 cumulative contribution
Up to \$3500 of previous flight donations can be applied to Plane Sponsor level.
- ☐ Silver Plane Sponsor \$10,000 - \$24,999
- ☐ Gold Plane Sponsor \$25,000 - \$49,999
- ☐ Platinum Plane Sponsor \$50,000 - \$99,000
- ☐ Medal of Honor \$100,000 and up.

(Previous contributions accumulate to Silver, Gold, Platinum and Medal of Honor levels)

DFC MEMBERS AND PLANE SPONSORS PLEASE FILL OUT THE FOLLOWING:

NAME TO BE PLACED ON THE AIRCRAFT

NAME TO BE PLACED ON: ☐ B-17 ☐ B-24

AIR FORCE

BOMB GROUP

BOMB SQUADRON

PLANE SPONSOR ONLY

JACKET SIZE (ex. 44R, 46L etc.)

THE COLLINGS FOUNDATION STAFF WILL CONTACT YOU REGARDING FURTHER DETAILS IN REGARD TO DFC AND PLANE SPONSOR CONTRIBUTIONS.
Every amount helps "Keep 'Em Flying"!

PAYMENT: CHECK ☐

CREDIT CARD ☐

CARD #

EXPIRATION

SIGNATURE

Mail your donation to: The Collings Foundation
Attn.: Membership
PO Box 248
Stow, MA 01775
Fax: 978-568-8231