



2015 has been a year of great accomplishments at The Collings Foundation. We have made steady improvements to our living history programs and fantastic additions to the Foundation's collection of rare historic artifacts and aircraft. The Collings Foundation is continuing its 36 year tradition of presenting history and education in captivating and continuously evolving ways.

The big news for 2015 is the great number of historic aircraft being added to our flying collection or nearing restoration completion. Highlights include the B-17 Flying Fortress and P-38 from Evergreen Museum coming to the Collings Foundation (pages 7-10). These aircraft are in superb condition. With a small amount of restoration work they will be soaring across the skies again, honoring our WWII Veterans. One of the world's prettiest planes, a Waco bi-plane, arrived at the Stow facility. This aircraft has been fully restored and looks better than new (page 13). The 1909 Curtis Pusher project has just been finished (page 23). This unique and rare airplane made incalculable contributions to aviation design and technology. The Foundation's TF-51D Mustang will be complete and ready for the 2016 National Wings of Freedom Tour (page 24). As you can imagine, we are all looking forward to seeing this beautifully restored Mustang take to the air. (Note to all the P-51C "Betty Jane" fans: Don't worry! She is going back to American Aero for a thorough maintenance and cleaning.)

The exhibit plans for the new American Heritage Museum expansion at The Foundation's Stow, Massachusetts headquarters are extraordinary. Over the last two years the Collings Foundation has been working with Boston Productions, Inc. to develop designs for a world-class

museum focusing on American heritage and defense of freedom. Along with the inspirational plans has come uninspiring interaction with the local Stow Planning Board. After two years of plan submissions, addressing all concerns, resubmissions and approvals, the Planning Board determined that The Collings Foundation's museum and living history programs are not "primarily educational." As you can imagine, this strange twist came as quite a shock. For more information on this and the latest exhibit renderings see pages 11 and 12.

We eagerly anticipate starting the 2016 National Wings of Freedom Tour with the B-17 Flying Fortress "Nine O Nine," the B-24 Liberator "Witchcraft" and the new TF-51D Mustang "Toulouse Nuts." As we celebrate the end of our 26th year, The Wings of Freedom Tour has made 3,043 stops! We are looking forward to starting our 27th year on January 15th with stop #3,044 in Stuart, Florida. Please check the schedule on our web site for national Tour locations, dates and times.

The living history events hosted at the Collings Foundation's headquarters are improving by leaps and bounds! These opportunities offer personal involvement, the most effective way to connect with history, technology, science and engineering. Our 2016 calendar includes American Elegance on June 18th & 19th, Race Of The Century on July 30th & 31st, and the WWII re-enactment Battle For The Airfield on October 8th & 9th.

All of these amazing programs, restorations and collections are made possible through the dedication and financial support of people all around the country. We hope you will make a tax deductible contribution to the Collings Foundation (501(c)3 educational non-profit). Your support makes all of this possible. Looking forward to a fantastic 2016, and sharing our American history with you.

Main cover photo: Photographer Ryan Hales captured the B-24 Liberator during an engine run in Marana, Arizona.



Photo: The New England Brass & Gas / Horseless Carriage Club of America gathering at the Collings Foundation in Stow, Massachusetts.



Photo above: B-24 Veteran Ray Lemons shares his memories about surviving the Kassel mission during an interview for The Last Liberator film. See pages 15-16.



Photo above: Bob Collings conducting a tour.

Bob Collings
Co-Founder

Bob Collings



Executive Director

Index

Page 1-2: Foundation Address
Page 3-6: Wings of Freedom
Page 7-10: Evergreen Aircraft
Page 11-12: American Heritage
Page 13: Waco Donation
Page 14: Restoration Report

Page 15-16: Last Liberator Film
Page 17-18: Skyraider
Page 19-20: Tuskegee PT-17
Page 21-22: Houston Facility
Page 23: Curtiss Pusher
Page 24: TF-51D Mustang

Page 25-26: Al Capone's Cadillac
Page 27-28: Battle for the Airfield
Page 29-30: Race of the Century
Page 31: Help Wanted
Page 32: B-17 / B-24 Bomber Camp
Page 33-34: Donors and Membership

The Wings of Freedom Tour

Celebrating 27 years of WWII Flying History

Picture: The B-24 Liberator rests on the tarmac after a day of flying and tours.



The Wings of Freedom Tour celebrated a happy milestone in 2015. On July 10, 2015 in Fort Collins, Colorado, the National Wings of Freedom Tour landed at its 3,000th stop! As the year comes to a close, we've reached a grand total of 3,043 stops since 1989.

The B-17 Flying Fortress "Nine O Nine," B-24 Liberator "Witchcraft" and P-51 Mustang "Betty Jane" continue in great running condition, having been enjoyed by hundreds of thousands during 2015. The Foundation's B-25 Mitchell "Tondelayo" joined the tour in April and flew until October. The Mitchell was then flown down to American Aero Services ahead of the B-17, B-24 and P-51 for year-end maintenance.

The B-25 Mitchell once again proved to be a great attraction and will be joining the tour at select stops in 2016.

The 27th annual Wings of Freedom Tour will start in January 2016. The first leg of the tour will fly to several cities in Florida. From there, it will continue through the southern part of the United States. After the west coast, the Wings of Freedom Tour will head east, across the central and northern states, looping back to Florida early in November.

Our World War II bombers and fighters offer a participation in history you will never forget. Exploring inside these historic aircraft, particularly in flight, is like traveling back in time. There is no better way to appreciate the lives and sacrifices of young World War II men and women. Experiences like these have never

(cont. page 6)



Photo by: Andy Davis



Picture: 9 year old Gabriel Decoff salutes B-17 Veteran Bill Purple during a Wings of Freedom Tour stop.

Pilots and volunteers from around the country join the Wings of Freedom Tour throughout the year. The efforts of all these people form the backbone of the entire Tour. We could not keep these aircraft flying without volunteer help. To these magnificent people we say -

Thank you so very much!

**Interested in organizing a local stop or volunteering? Contact Hunter Chaney:
hchaney@collingsfoundation.org Tel: 978-562-9182**

WINGS OF FREEDOM TOUR CREW

Flight Crew: Larry Abston, Cliff Atkins, Greg Barnhard, Fred Bower, Todd Baldwin, Kerry Bean, Bob Blankenship, Julie Cruze, Doug Cartlege, Dan Curtain, Paul Draper, Gary Deripaska, John Davidson, Rich Davidson, Mike Foster, Steve Gustafson, Rob Gordon, Jim Goolsby, Jim Harley, Frank Hale, Tom Huntington, Mark Henley, Steve Johnson, Tom Jeffrey, Mark Martin, Mac McCauley, Mark Murphy, Andrew Mieslen, Pat McGarry, Chuck Marshall, Mark Pollard, Ray Pflederer, Robert Pinksten, John Purdy, Heather Penny, Frank Romaglia, Mike Porter, Thom Richard, Kris Riese, Taigh Ramey, Casey Rosell, Kevin Roll, Tim Ruhl, John Sausedo, Rick Sharpe, Joe Scheil, Mary Schu, Chuck Trip, Greg Trebone, Pete Triechler, Mac Transtrum, Casey Walker, Dave Wartenberg.

Crew Chiefs: Steve Weigandt, Gene Norman.

Ride Coordinators: Ryan Keough, Gene Norman.

Mechanics: Gary Dunn, Zane Lemons, Robert Sichterman, Robert Wyatt.

Volunteers: Ryan Andres, Darci Andres, Stephen Arnold, Gustav Berglund Lindgren, Bonnie Breaux, Pablo Cohn, Alan Cutsinger, Gerry Croteau, Mark Cummings, Tony Dyer, Gary Dean, Ayden Dean, Frank Dworak, Tony Day, Carl Ellison, Camielle Ence, Cameron Gause, Rachel Harley, Kelly Hughes, Bill Hogue, Caitlin Jones, Michelle Leiphardt, Terry Lou, Carey Lappen, Andrew McLeod, Rory Noumi, Curtis Osgood, Laurie Osgood, Bob Orabona, Nigel Price, Frank Rochette, Amy Sun, Julie Smith, Bill Strawn, Dee Strawn, Bruce Syrette, Kory Stendell, Ryan Tam, Tracey Trebone, Brian Thrailkill, Elaine Martin-Weigandt, Alex Wilson, Lane Watkins, Joe Uдеми.



(cont. page 4)

been more critical. The legacies and history of our Veterans must be preserved. The Wings of Freedom Tour captures and retells their stories. We at the Collings Foundation promise to keep their planes and their histories alive for today's young people and the generations to come. The Wings of Freedom Tour has never been more powerful and relevant.

World War II was the most terrible conflict humankind has ever seen. It killed more people (estimated between 50-70 million), cost more money, damaged more property, affected more lives and caused more far-reaching damage worldwide than any other war in history. The Wings of Freedom Tour connects people to this critical era in human civilization, providing thoughtful examination and creating a bridge of understanding that will endure.

Please come out and support the Wings of Freedom Tour when we visit your area. Volunteers are essential for keeping the Tour operating. We rely on people like you to help promote the Tour, engage local schools and assist in operations. Renewing your membership, enjoying a tour through the aircraft or joining us for a flight all support the immense expense of keeping the aircraft flying. We eagerly anticipate starting our 27th year stronger than ever, and most importantly, we are looking forward to sharing our nation's history with you.



Photo: People lined up to tour through the B-17 Flying Fortress "Nine O Nine."



Picture top left: The B-25 Mitchell "Tondelayo" ready for a flight.
Bottom left: The Foundation's F4U-5NL Corsair making an appearance at the Wings of Freedom Tour in Worcester, MA.



By Joe Sheil

The Evergreen Aviation Museum collection in Oregon recently sold their P-38 Lightning and B-17G Flying Fortress to help the museum during a restructuring and reorganization. With generous donor support, the aircraft will be operated by the Collings Foundation. The P-38 is a unique and rare survivor. This famous WWII aircraft helped turn the tide in both the Pacific and European theaters of war. The new B-17G will supplement our bomber tour. While similar to the beloved “909” in form and function, this B-17 has a slightly more fascinating (and clandestine) history.

The B-17G was a great bomber, but not perfectly suited for the war’s final days over Japan. In late 1945 new B-17Gs were no longer being camouflaged. They left the factory in gleaming bare aluminum. When the war ended, many new B-17Gs were being flown directly to long term storage, sold, or even scrapped. The postwar military found varied uses for B-17Gs. For example, our current “909” had been re-designated as a TB-17H or “Training Bomber” before becoming an SB-17G sea rescue aircraft with a Higgins lifeboat attached to the underside. Later, it became an A-bomb target and finally a civilian owned fire bomber.

The B-17G coming to us from Evergreen Museum has a story that is a bit more complicated. While the US Air Force was getting into pressurized bombers and jet aircraft, large numbers of flying B-17s were doing dangerous atomic research work or else being expended as targets called QB-17Gs. Their durability and utility as drones also allowed other Air Force units to operate the B-17s in special roles for surveillance and agent insertion, as well as clandestine “eaves dropping” missions near and over hostile territory. During the 1950’s and 1960’s penetration of the Iron Curtain was an important goal for the CIA. This new organization, flush with money and political power, found in the B-17 a stalwart platform for difficult missions.

Organized in 1951 in a company called Western Enterprises Inc. of Taiwan, and working with crews sourced from Civil Air Transport (CAT) of Taiwan, five B-17s entered service and began training for missions over mainland China. These planes were drafted into the Republic of China Air Force (RoCAF). Between 1954 and 1959 CIA Operations flew these few B-17s extensively over the Chinese mainland. Because they were not supposed to be there, CIA operatives “sanitized” the planes, preventing

EVERGREEN AVIATION & SPACE MUSEUM

THE CAPTAIN MICHAEL KING SMITH EDUCATIONAL INSTITUTE

*B-17 Flying Fortress and P-38 Lightning
make the move from the Evergreen Museum
to join the Collings Foundation.*



them from being identified as US military aircraft. The serial number and data plates were removed from all the aircraft, and their USAF military records were ended with an LI code or (loss to organization outside the USAF). These B-17's were painted flat black and identified by three digit serial numbers. The planes had racks where a serial number could be switched by sliding in a new number plate. Our new B-17 is the sole survivor of these five special mission aircraft that fought in the cold war. It is a veteran of an unknown number of dangerous missions over mainland China hiding from Mig 17s! A survivor of secret Cold War aerial combat! The five RoCAF B-17Gs were numbered "739", "357", "815" and "835" and "639" (Evergreen's B-17). During these dangerous missions three were shot down by the PLAAF or PLA (People's Liberation Army Air Force).

- "739" lost over Fujian May 26, 1954 by AAA, crew of four killed.
 - "357" shot down over Jiangxi on June 23, 1956 by a PLA Mig 17, eleven killed.
 - "815" shot down over Guandong May 29, 1959 by a Mig 17PF, fourteen killed.
- The fourth surviving B-17 RoCAF "835" was given to Air

America in August 1960. The fifth B-17 known as "639" was later identified as 44-85531 and ended up at Clark Field, Luzon in the Philippines. It is believed this veteran of secret Chinese over-flights was retired between 1958 and 1960.



After 15 years outside the continental US, the B-17 "639" was brought back to California. While in Burbank she was modified to carry the Fulton Skyhook (picture top right), a system designed to recover agents and material from places that could not be reached by helicopter or STOL aircraft. Seen in action during the 1965 movie "Thunderball," a B-17 with a similar Skyhook snatches James Bond and Domino Vitali from a raft in the closing scene (see picture above). This was three years after a real intelligence caper that truly was movie worthy, the execution of "Operation Coldfeet" during 1962. Two agents parachuted down to an unattended floating Soviet Drift Station NP8 in the Arctic Ocean. After removing research equipment, they returned to the B-17 via a Fulton pickup with secret information from the clandestine floating Soviet station. In 1962 the plane was registered to Intermountain Aviation, another CIA front company. This B-17 was used sparingly until perhaps 1969. During that year she was converted to an air tanker, then used as a firefighter until 1985. Trying to distance itself from the company's CIA roots, Evergreen repainted and eventually reregistered N809Z as N207EV.



Restored as a B-17G with a full set of turrets, N207EV was flown for a few years before moving to the Evergreen Museum in Oregon for display. Once transferred to the Collings Foundation, this B-17 will undergo a detailed inspection and restoration to flight-worthy status. This brilliant, polished and unique B-17 will be a fantastic addition to the national Wings of Freedom Tour, and further the outreach of the Foundation.



By Joe Sheil

P-38L-5-LO “44-53186” was one of a hundred thousand plus aircraft ordered in fiscal 1944 by the U.S. War Department. The P-38 design had been improving rapidly as this aircraft was being assembled in 1945. 44-53186 would be born as an “L dash 5” P-38, considered the best and most capable of the fighter P-38 variants. All of the combat experience and hard lessons learned by the USAAF were poured into this plane, making it the deadliest Lightning to date.

P-38L-5-LO 44-53186 was one seven hundred aircraft ordered as “L-5” Lightnings that Lockheed began building in early 1945. This order was shortened during production with the last 380 aircraft being cancelled due to the war’s changing requirements. The first 320 planes produced were flown directly to modification centers or to storage. The 320 new P-38 airframes were divided into three groups as they rolled off the assembly line. The first group of 182 remained fighters and were upgraded with the latest fighter modifications to dash 6 standard and most flown to the Reconstruction Finance Corporation center in Kingman, Arizona for storage. The second group, which contained our feature aircraft 44-53186, was a bit more special. These P-38s were designated to become photo reconnaissance versions of the Lightning. Lockheed had created a modification center in Dallas, Texas tasked with producing the photo-recon nose and associated modifications to turn the fighter into an unarmed and elusive platform for tactical photos. 63 of these planes were constructed as F-5G-6-LOs. As the war ended, the modified “186” was flown to Kingman, Arizona for storage. The last group of 75 Lightnings

became night fighters, and were flown from Burbank to Fresno, CA. There they were modified to the P-38M-6-LO standard. These 75 examples of the two seat night fighters were rarely used in late 1946. Most were flown to Kingman as well, joining their sisters on the desert floor.

The Kingman group of 320 P-38L, F-5G and P-38M aircraft decreased, as a few had crashed during ferry flights and mishaps.

Picture: A P-38 Lightning during a test flight over California.



In late 1946 roughly 300 P-38s remained. During the surplus sales at the time, 37 of them found civilian buyers. 9 of these 37 survive today. Almost half of the current P-38s are from this small group of Kingman planes sold many years ago.

“44-53186” was sold to Kargl Aerial Surveys of Midland, Texas as NL62350 in March of 1946 for \$1,250. Photo survey companies knew that postwar mapping contracts would be well served by the reliable and tough F-5G.

Sold again to Aero Exploration Co. of Tulsa, OK in 1947, she worked there for four years before being sold to Mark Hurd Aerial Mapping in November 1952. Registered N505MH in 1958 she flew all over the continent before being parked in 1963 in Santa Barbara, CA. Eventually derelict with two other Lightnings, the complicated and tired F-5Gs had become exotic oddities past their economic prime.

This P-38 was not an ideal air racer and photo work was being done by



Picture: The P-38's Allison V-1710 V-12 engine.



winner at the Reno Air Races with his P-51 Mustang "Dago Red." The old photo nose P-38 was trucked to Chino and reassembled in a hangar where the first deep survey of the airframe was taken. Recognized as a rare and special fighter plane, a new "fighter nose" was added to the plane and a meticulous restoration began to prepare the fighter for eventual sale. Acquired by the Doug Arnold collection, the restored P-38 was flown across the Atlantic by way of Greenland and Iceland by Mike Wright in 1989. Flown in the UK as "Miss Behavin" she spent almost a year on the Isle before returning to the USA in July, 1990.

Evergreen purchased "186" and had her restored as a P-38L over the next seven years. Emerging in 1997, she was a showpiece and considered one of the best P-38 restorations to date. The P-38L was moved to McMinnville, Oregon, becoming a valuable crown jewel of the Evergreen Museum collection. The plane has been on display there since 1997. Still registered as N505MH, she was offered for sale in 2014.

more capable platforms. By 1965, there was little call for the utilitarian P-38. Over time the other two were disassembled and stored in the care of a local man who loved the aircraft. Our forlorn "186" was sold to Bill Harrah, hotel and casino owner and a noted car collector, for his car museum. Taken apart and shipped to Reno, Nevada she was reassembled, painted and placed on display for 15 years. Most had forgotten about P-38 "186" until she emerged in 1982 as the new property of Frank Taylor, the latest

The Collings Foundation is pleased to announce that this extraordinary P-38 will join the collection in 2016. She exemplifies the diverse uses these surplus aircraft satisfied during the immediate postwar period, and the utility of the F-5G for the mapping and survey industries. Currently restored to her original factory fresh state as a P-38L-6-LO, she will hold an important place in The Foundation's collection of superb vintage aircraft.

AMERICAN HERITAGE MUSEUM

Layout and exhibit plans well underway for this extraordinary museum. Stow, Massachusetts.

"People go to museums to see and experience real objects within appropriate environments. Two-dimensional media they can see elsewhere, computer terminals they can find elsewhere. Not so authentic, real "stuff" in meaningful settings. Appropriately designed exhibitions are compelling learning tools, arguably one of the best educational mediums ever devised for facilitating concrete understanding of the world." J. Falk and L. Dierking in *Reinventing the Museum: Historical and Contemporary Perspectives On The Paradigm Shift*. 2004

The artifacts, dynamic dioramas and immersive experiences at the planned Collings Foundation's American Heritage Museum will provide an engaging destination for visitors of all ages.

The Collings Foundation's team of knowledgeable researchers, writers, designers, artists, producers and teachers are dedicated to making the American Heritage Museum a unique educational experience.

Collings Foundation and Boston Productions, Inc. are creating the American Heritage Museum as a center for discovery and learning, attracting school groups, military veterans, historians, authors, artists, families and friends, including visitors from all around the world. Visitors will become actively involved in exploring, discussing, debating and contributing to a greater understanding of our nation's history. The museum will provide a venue for visitors to discover and discuss how the defense of freedom has been shaped by evolving global consciousness, technological, social, economic and political changes.

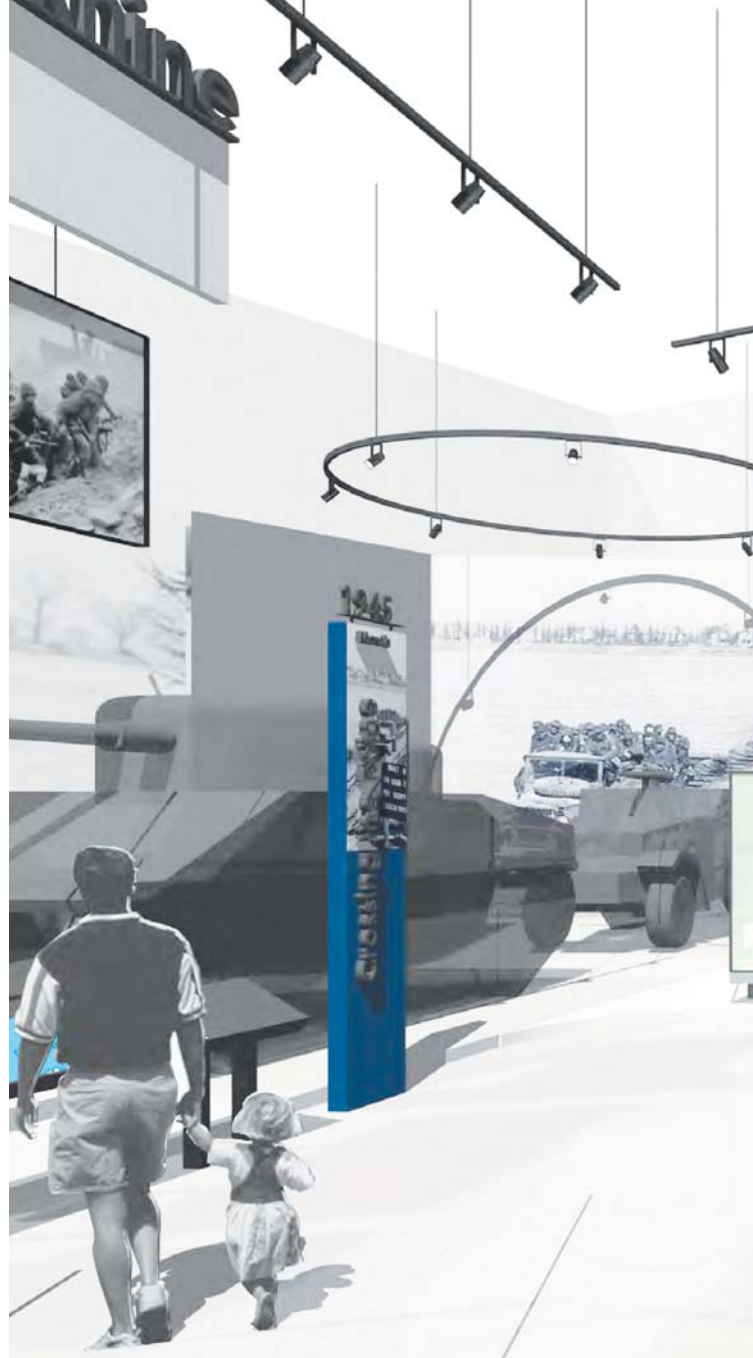
The Collings Foundation has spent over two years in the review process with the Stow Planning Board.

Timeline:

Fall 2013 - The Collings Foundation submitted preliminary plans to the Building Inspector for its proposed museum. The Planning Board and Conservation Commission informed us they were fine with the project. Construction bids were sought.

Early 2014 - The Collings Foundation was notified that site plan approval from the Stow Planning Board would be required.

May, 2014 - An application was filed with the Planning Board for the construction of the American Heritage Museum.



November 2014 - Hearing concerns from neighbors about traffic, the Collings sought out an alternative entry/exit through abutting industrial land. The Collings Foundation withdrew the application and submitted a successor application once permits and procedures had been approved through all Boards, Commissions and land owners.

June 2014 to November 2015 - The Collings Foundation had multiple hearings with the Planning Board. All concerns and plans were addressed and responded to, including various supplemental requests made by the Board beyond the scope of the issues in the application.

August 2015 - The Stow Planning Board voted 3-2 that the Collings Foundation's existing museum, living history events, docent tours, school programs, preservation and exhibition of historical artifacts as well as the proposed American Heritage Museum exhibitions were not "primarily educational." In its view, the Board concluded these activities were "entertainment." As a result, the protections of the Dover Amendment did not extend to the Collings Foundation.(1) The Planning Board also chose



For more information on the American Heritage Museum, latest concept renderings and status visit our web site:
www.collingsfoundation.org

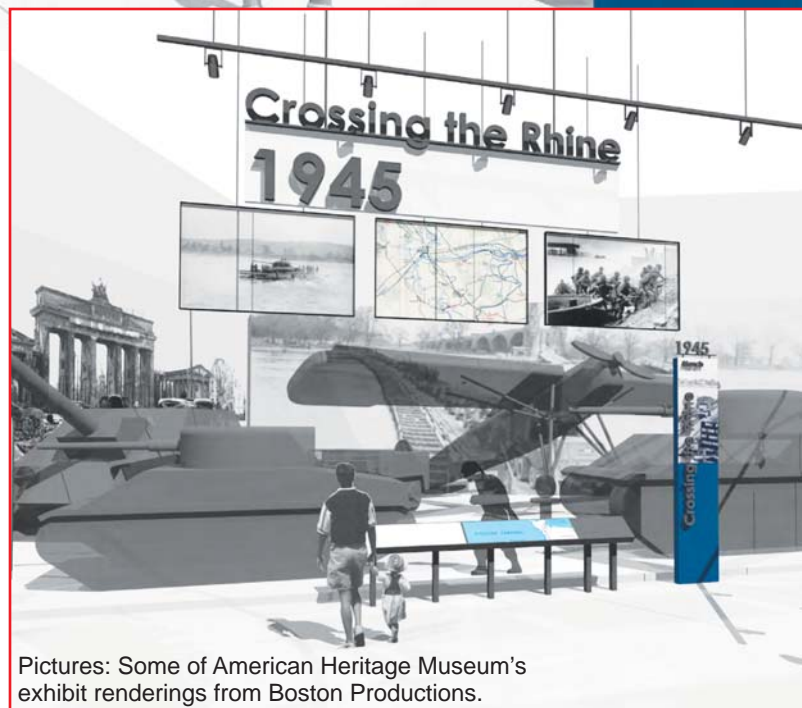
to ignore Section 9.9 of the Stow By-laws which exempts non-profit education entities from zoning by-law restrictions.

September 2015 - The Collings Foundation filed two lawsuits against the town of Stow. The Foundation disagrees with the conclusions of the Board because they misinterpreted or ignored relevant facts and incorrectly applied the applicable law.(2)

The Collings Foundation's living history programs have been operating in Stow for 36 years. As you can imagine, we are very disappointed by this vote and hope to have the decision reversed quickly. For more information on the American Heritage Museum and how you can help support this world-class museum expansion please visit our web site:
www.collingsfoundation.org

(1) The "Dover Amendment" is the common name for Massachusetts General Laws Chapter 40A, Section 3. This exempts qualifying agricultural, religious and educational corporations from certain zoning restrictions.

(2)Two of the three Planning Board members who voted against the museum have never been to a Collings Foundation event.



Pictures: Some of American Heritage Museum's exhibit renderings from Boston Productions.

WACO UPF-7

Joins the Collings Foundation



"The Prettiest Plane On Earth"

Bottom left: Rob Collings shakes hands with donor Pierre Swick before flying the WACO to the Collings Foundation. Bottom right: The attention to detail is seen in the perfectly restored engine.



Pierre Swick, of Waitsfield, Vermont donated a UPF-7 WACO to the Collings Foundation. The tandem trainer joins the organization's flying history collection at the Stow, Massachusetts headquarters. This aircraft has been fully restored with the greatest possible care and attention to detail. Consider this aircraft flying art!

Rolling off the Waco Aircraft Company's Troy, Ohio production line in 1940, this UPF-7 still retains its original civilian registration NC29324. WACO built more than six hundred UPF-7s from 1937 through 1942, a few

of which served as PT-14s in the US Army Air Force. The type is well sought after today, with roughly 80 still on the civil registry. An earlier variant, the YMF-5, returned to production in the mid-80s with the WACO Classic Aircraft Company of Lansing, Michigan.

Members of the public will have the opportunity to have a close look and fly in the aircraft at the Collings Foundation's living history events. Visit our web site for great pictures and more information on this wonderful airplane.

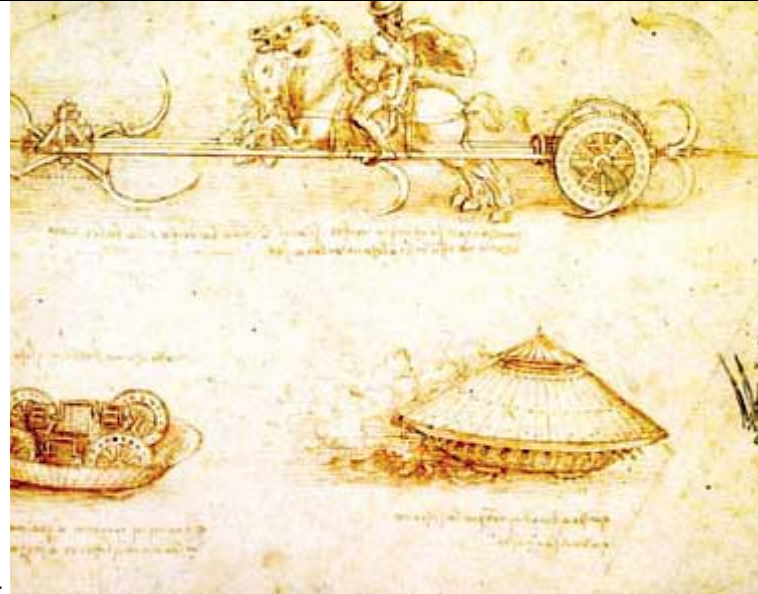
Leonardo Da Vinci

Prototype of the modern tank



COLLINGS FOUNDATION Project Report 2015

Master Craftsman Lars Aasrud completed this remarkable 1/3 scale model of Leonardo da Vinci's mobile fortified fighting vehicle. It will be showcased in the new American Heritage Museum. The machine was designed while Leonardo da Vinci while under the patronage of Ludovico Sforza in 1487. Sometimes described as a prototype of modern tanks, da Vinci's armored vehicle featured a conical cover inspired by a turtle's shell. Leonardo often looked to nature for insight. This vehicle was designed to be driven straight onto a battlefield, decimating the enemy with its 360 degree cannons.



Left: Lars Aasrud assembling the da Vinci model after hundreds of hours of work.

Right: The original sketches by Leonardo da Vinci of the first armored tank.

Below: The model assembled and on display at the Foundation.



THE LAST LIBE



THIS IS A PART OF
AMERICAN HISTORY

THIS IS A SYMBOL
OF FREEDOM

IT REPRESENTS THE
ULTIMATE SACRIFICE OF
OUR SERVICE MEN AND
WOMEN IN WWII

IT IS THE B-24
LIBERATOR

The B-24 Liberator has the distinction of being the most produced aircraft in American history, but today only one flies. Over 18,000 Liberators were produced during WWII by the Consolidated Aircraft Corporation. Almost half of those were built under contract by the Ford Motor Company.

Operated by the Collings Foundation, the B-24 Liberator is a symbol of the American spirit. This one of a kind Liberator tours the country every year with other historic aircraft, keeping American history alive. Of course, the B-24 is more than simply a machine. Stories of its crew, and the missions they flew are legendary. The Liberator's very presence evokes America's role in combating tyranny and celebrates the heroic veterans of World War II.

HELP US PRESERVE OUR
HISTORY

Just as this aircraft is a rare example of a day gone by, the people who give this aircraft a story are becoming more and more rare themselves. Our WWII veterans are leaving us quickly. We must keep their stories alive for all to honor and remember their sacrifice.

HELP US SAVE THIS LEGACY

For the first time, stories of our WWII veterans and the legacy of this rare aircraft will

ERATOR

GIANT SCREEN FILM

be brought to the giant screen in an IMAX type film. As people hear the moving stories of our veterans and the B-24 Liberator, they will also be enveloped in a sight and sound experience that only the giant screen format can deliver. We will see the power and grace of the B-24 as it flies through the air. We will witness the accounts of our veterans as they tell their stories. We will see photos and footage of WWII. This film will be a captivating adventure for viewers - taking them on a educational, historical journey that they will never forget.



JOIN US IN THIS EXCITING FILM

This is the Last Liberator flying and these are the last WWII veterans. These stories are fading fast. We must keep their history alive. Before it is too late, let's capture these experiences and bring them to the world.

See The Trailer!
www.thelastliberator.com



The Last Liberator is a multi-platform educational program anchored by an adrenaline pumping 40-minute film brought to life through the most powerful medium in the world - the giant format theater screen.

A project of this magnitude is expensive. The Last Liberator budget is approximately \$2.5 million. This includes all pre-production, production, post-production and distribution of the film. It is the most ambitious media project the Collings Foundation has developed. We have already captured several Veteran interviews. The film will be close to completion by the end of 2016.

This project will not happen without your financial support. The Last Liberator film will have a lasting impact for generations to come. Funding is essential.

Please made a contribution to this significant film project. For a complete breakdown of production phases, goals, objectives and more background information on the B-24 Liberator see:
www.thelastliberator.com

A-1E SKYRAIDER

Manufacturer: Douglas Aircraft Company

Number built: 3,180

Produced: 1945 - 1957

Armament: 4 x 20mm M2 cannons and
up to 8,000 lbs. of ordinance on 15 hardpoints.

The Skyraider proved to be extremely useful for close air support and helicopter escort ("Sandy" missions) over North Vietnam to rescue downed airmen. The versatility and 10+ hour flight time of the Skyraider far surpassed that of the jets that were available at the time. There were many notable missions performed by the Skyraider and its pilots. In 1965, to highlight the Skyraider's six millionth pound of ordinance and ability to carry anything, Commander Clarence Stoddard dropped a one-mission only special ordinance: a bright white porcelain toilet.

For more information on the Collings Foundation's Skyraider, visit our web site.





Skyraider photo by Glenn Perry
gperryimages.com

Tuskegee PT-17 STEARMAN

*Incredibly rare WWII trainer
joins the Collings Foundation.*



The Tuskegee Airmen were a group of African-Americans who served in the 447th bomber group and the 332nd Fighter Group of the United States Army Air Force during WWII. These young men included pilots, navigators, bombardiers, maintenance and support staff, instructors, and all the personnel who kept the planes in the air. They were named after the location where they trained, Tuskegee Airfield near Tuskegee, Alabama.

The Tuskegee Airmen were subjected to racial discrimination, both within and outside the Army. They were denied military leadership roles and skilled training because many believed they lacked qualifications for combat duty. Before 1940, African-Americans were barred from flying for the U.S. military. Civil rights organizations and the press exerted pressure that resulted in the formation of the all African-American pursuit squadron. The Tuskegee Airmen overcame segregation and

prejudice. They became one of the most highly respected fighter groups of World War II.

Most Tuskegee pilots first trained in PT-17 Stearman aircraft, also known as the Kaydet (PT stands for Prietary Trainer). The Stearman is well known for its solid flying characteristics and rugged construction. Boeing built over 10,000 PT-17 Stearmans during the 1930s and 1940s. Thousands of pilots flew this plane first during WWII.

Recently, the Collings Foundation acquired one of two known remaining PT-17s used to train Tuskegee pilots. Our Stearman (s/n 41-25454) is currently in Massachusetts. The other is in the Smithsonian. Stearman 41-25454 has a well documented history. The U.S. Army accepted the aircraft from Boeing's Wichita Division in 1942. It was transferred to Tuskegee Institute Field, Alabama in 1943. Tuskegee Flight Instructor James J. Hyett (see picture middle right) used

this Stearman on several training flights. On June 2nd, 1943 cadet Kermit Bailer made a forced landing in the aircraft, causing some damage. 41-25454 was repaired with 666.7 flying hours and was transferred to State Teachers College in Murfreesboro, Tennessee. (Bailer went on to be a prominent civil rights lawyer in the Kennedy and Johnson Administrations). In November, 1944 this Stearman was sent to Bush Field, Augusta where it was stricken from U.S. Army records and moved to the Reconstruction Finance Corporation for sale.

In 1995, 41-25454 was purchased by Joseph Armstrong. It went through a meticulous restoration bringing it back to "factory new" condition. The aircraft was kept at Bradford County Airport, Towanda, PA until it was transferred to the Collings Foundation in 2015.

The Collings Foundation will continue to operate Stearman 41-25454 in honor of the Tuskegee Airmen. It flies as tribute to those who overcame racial discrimination and persevered against adversaries to become one of the greatest fighter pilot groups in United States history. The Tuskegee are credited with some 15,500 combat sorties and earned over 150 Distinguished Flying Crosses for their achievements during WWII.

TUSKEGEE AIRMEN

5 Fascinating Facts

- ★ A Tuskegee Airman once shot down three German fighters in a single day.
- ★ Thurgood Marshall, the future Supreme Court justice, got his start defending Tuskegee bomber trainees.
- ★ The Airmen might have never gotten off the ground without Eleanor Roosevelt's help.
- ★ A former Tuskegee Airman almost shot the late Libyan leader Muammar el-Qaddafi in a showdown outside of Tripoli in 1970.
- ★ Three Tuskegee Airmen went on to become generals.



Pictures: (Top) The flying skills of a U.S. Army Air Forces pilot of African-American descent, flying a Boeing Stearman, being graded at Tuskegee Airfield, Alabama, circa 1942. (Middle) Signed memento card from Flight Instructor James Hyett who trained cadets in 41-25454. (Bottom) Tuskegee cadets pose for a group photo at Moton Field.

COLLINGS FOUNDATION

HOUSTON

Operational Aviation History

The Collings Foundation's Vietnam Memorial Flight (VMF) aircraft are based at Ellington Field in Houston, Texas. This facility is home to our F-4 Phantom, TA-4 Skyhawk, F-100 Super Sabre and UH-1E "Huey" helicopter. We also operate the T-33 Shooting Star and Messerschmitt Me 262 from this location.

Keeping these aircraft in top flying condition requires tremendous specialized knowledge and dedicated work. No other group or foundation preserves aircraft in tribute to Vietnam veterans. Our F-4 Phantom is the only civilian operated aircraft of this type in the world. The F-100 Super Sabre is one of only two in civilian operation.

These aircraft take to the skies for veteran ceremonies, flight experiences, living history events and air shows. Seeing these amazing planes flying overhead is an awe-some sight. Flying in one is breathtaking! The Collings Foundation offers flight training and flight experiences in the TA-4 Skyhawk, F-4 Phantom, Huey helicopter and Me 262. These jet and helicopter flight experiences and training programs are conducted out of our Houston facility. The Huey helicopter is also available for flights at other Texas locations while it travels with the Wings of Freedom Tour.



Background picture: For the first time in history, a Supermarine Spitfire Mk IXC, Me 262 and P-51D Mustang fly in formation. This was part of the exhibition fly-overs during the 2015 Wings Over Houston event. Photo: Chris Ebdon

Flight Experience & Flight Training Programs

F-4 Phantom and 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.

F-4 Phantom: \$12,500

TA-4 Skyhawk: \$8,000

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.



Please consider making a donation to the Collings Foundation to help keep these aircraft flying. Their operational expense are astronomical! Consider sponsoring an aircraft for a veteran commemoration or air show appearance - or go on a flight!

UH-1E HUEY



TA-4 SKYHAWK



T-33 SHOOTING STAR



F-4 PHANTOM



F-100 SUPER SABRE



Restoration

Report 2015



Curtiss Pusher

The iconic 1909 "Flying Machine" restored to its original glory.



Picture above: The completed Curtiss Pusher from Century Aviation.
Pictures below: The pusher in the final phases of restoration.

Born in 1878, Glenn Curtiss was an aviation pioneer of the United States aircraft industry. Curtiss began his career building bicycles. Mastering the day's best technology, he moved on to create intricately designed motorcycles. Testament to his ingenuity was his ability to make the most efficient parts from crude materials. For example, his first motorcycle sported a powerful carburetor fabricated from a tomato soup can with a gauze screen. In 1907, Curtiss raced his V-8 motorcycle to a speed record of 136 mph. His success in engine design propelled him into aviation.

The 1900s took off with a fanatic craze of flying machines. In 1909, Glenn Curtiss contributed his Curtiss Pusher to this growing industry. The elaborately constructed plane captured the imagination of people worldwide. Unique design features of the bi-plane include positioning the propeller and revolutionary Curtiss OX-5 engine behind the pilot. Curtis continued to innovate for decades, developing new models of aircraft until his death in 1930.

Original Pusher parts and engines were thought lost to history until the Collings Foundation came across



some remarkable treasures; 84 original Pusher airframe parts, ribs and spars in a Massachusetts attic and an OX-5 engine in a Pennsylvania basement. This launched an extraordinary restoration effort.

Century Aviation, based in East Wenatchee, Washington, took on the project. This team of world-class aircraft restoration experts is known for its displays at the Smithsonian and the Air Force Museum. They were pleasantly surprised to find the Pusher Aircraft parts arrive wrapped in August, 1915 Boston Globe newspapers. Over a two year period Century Aviation has meticulously restored and re-built the Pusher to airworthy condition. The aircraft will debut at the Ocean Reef Club Vintage Weekend in Florida. From there it will go to SunN'Fun and Oshkosh, before moving to the Foundation's Stow, Massachusetts museum in 2016.



TF-51D MUSTANG

Like that new P-51 Mustang smell?

Picture above: West Virginia National Air Guard 167th Fighter Squadron.



The Collings Foundation's TF-51D Mustang will be ready to join the national Wings of Freedom Tour in 2016. This is one of the world's finest TF-51D restorations to date. Tens of thousands of hours went into rebuilding this fighter to "brand new" condition. Every surface, rivet, wire and instrument is perfect. The 1450 hp Merlin engine looks like it just came off the factory floor. Think of this fighter as a flying sculpture you can experience!

original TF-51Ds remaining in the world. This fighter will be painted in its original markings as a West Virginia Air Guard, 167th Fighter Squadron P-51 called "Toulouse Nuts."



After WWII, the USAAF consolidated much of its fighter aircraft. Most piston powered fighters served substantially reduced roles as more advanced jet powered aircraft emerged. The Mustang still proved useful serving in the Korean War and state-side in the Air Force Reserves and National Air Guard. TF-51D Mustangs (two-seat trainers) were used to train fighter pilots until the jet-trainers such as the T-33 Shooting Star were fully utilized. The Foundation's TF-51D is one of three

The TF-51D model is a unique Mustang variant with a full dual cockpit and bubble canopy. Following in the footsteps of the Foundation's beloved P-51C Mustang "Betty Jane," the new TF-51D "Toulouse Nuts" will be available for flight training during the national Wings of Freedom Tour. Imagine flying the legendary P-51 Mustang as it had just rolled out of TEMCO / North American Aviation! Keep an eye on our web site for the debut of "Toulouse Nuts" on Tour.

Al Capone's

1940 V-16 Cadillac

Al Capone, one of the most infamous gangsters ever, owned this car. This is one of two he purchased after being released from Alcatraz. Only seven Series 60 V-16 Limousines were produced in the 1940 model year. Capone is best known for smuggling and bootlegging liquor and participating in other illegal activities during the United States prohibition era of the 1920s and 30s. Capone was indicted for tax evasion in 1931 and served time in Alcatraz from 1932 to 1939.

This Cadillac is part of the Collings Foundation's museum in Stow, Massachusetts, and is available for viewing during the Foundation's living history events. This Cadillac is all original and never been restored! Come see it at Wings & Wheels - American Elegance, June 18th and 19th, 2016.





Photo: Al Capone's mug shot
before entering Alcatraz.

BATTLE FOR THE AIRFIELD

WWII RE-ENACTMENT & VETERANS ROUNDTABLE



Photo by Craig Miller



Photo by David Watts, Jr.



Photo by David Watts, Jr.

The Collings Foundation's 2015 Battle for the Airfield WWII re-enactment was a spectacular experience in WWII history. Over 350 re-enactors from around the country participated, portraying soldiers from the Allied and Axis forces. Thousands toured their encampments, learning WWII history complete with the sights, sounds and smells. The re-enactors who create camps in our fields and forest clearings on this weekend are a special breed. They research and collect uniforms, artifacts and equipment, bringing richly detailed characters to the encampment. Each actor's presentation is thoroughly interactive, including a detailed story of their individual soldier. The equipment, uniforms, displays and camps have grown in variety and technical accuracy each year. These experiences create an amazing, immersive, educational opportunity, loved by people of all ages. Live battle re-enactments highlight each day. These are dynamically choreographed to simulate an European theater battle in October, 1944.

WWII veterans from all around New England joined us for this year's Battle for the Airfield. A special thanks goes to the WWII Veterans who participated in our Veterans Round Table discussion. We were honored to have these men and women come share their stories of survival and perseverance. Their personal reflections of WWII history are priceless and unforgettable.

We hope to see you at our 2016 re-enactment at The Foundation, October 8th & 9th.

Top picture: A group of re-enactors representing British infantry charge past the M22 Locust tank, toward Axis forces.

Middle picture: (Editor's note) The group of people who participate as re-enactors are amazing, kind, professional, detail-oriented and informative. Looking down the field from the Allied side gives visitors a stark vision of human lives surrounded by the terror of war.

Bottom picture: During the WWII Veterans Roundtable Representative Berthiaume (second from left) presented a citation from Governor Charlie Baker to the Collings Foundation "For Providing Over 35 Years Of Educational Living History Programs." Left to right: Hunter Chaney, Don Berthiaume, Rob Collings and Bob Collings.



Photo: The look of determination is clear on Leo Tomaiolo's face as he drives the M-5 Stuart tank during the re-enactment.

Photo by Craig Miller

Photo: Kim Hull from the Women's Suffrage Organization on a New World bicycle almost beats the 1867 Concord Stage coach in the first race.



Photo by: David Watts, Jr.

The Collings Foundation's living history events get better and better every year. Held at the Foundation's Stow, Massachusetts museum, the 2015 Race of the Century was a smashing success. The program showcases major advancements in competing transportation technologies from the late 1800s to the 1940s while highlighting the corresponding history and culture of America during the era.

This was a time of great engineering feats and technological ingenuity, due in part to extreme competition. The U.S. alone had over 2,500 different car manufacturers,

all innovating and building. This competition led to an explosion of variety. In less than twenty years, new engines powered by gas, electric, steam, hybrid, and renewable fuels were developed.

It took humans a quarter of a million years to go from foot to horse, another thousand to invent the cart, and almost 5,000 more to invent the car. Then, just 17 short years later, we were flying and 66 years after that, people walked on the moon. The late 19th and early 20th century was a remarkable period of technology advancement.



Race of the Century

Educational AND Entertaining!

Each year we add new elements. This time, a local Model T club with fifteen Ford Model Ts from the early 1900s illustrated an amazing American story. The Ford Model T, delivered by assembly line to the eager public, was the most influential car of the 20th century. Our rally was a testament to this vehicle and its contributions to the modern automobile industry. Following an informative presentation about these revolutionary cars, we lined them up and... "On Your Mark - Get Set - Go!" The fastest Model T went on to race other automobiles such as the 1921 Marmon. In a last minute maneuver, Cowboy Bill and his trusted horse, Tanquray, entered the final race - almost winning!

Early in the races we had a surprise contestant - a woman from the Women's Suffrage group riding an antique New World bicycle. She unexpectedly rode onto the field holding a "Women's Right To Vote" sign. The lady was there both to fight for equal rights, and to prove a woman on a bike could be as quick as men with their mechanical "novelties." To the delight of the crowd, she pulled in alongside the racing 1904 Franklin and a horse-drawn 1867 Concord Stagecoach. Neck and neck until the end, the plucky heroine of Women's Suffrage nearly won the race. The coach took the win "by a nose."

Guaranteed, next year's Race of the Century will be packed with marvelous wonders and extraordinary participants. We hope you will join us! The 2016 Race of the Century will be held July 30th & 31st at the Collings Foundation's museum in Stow.



Photo: The English Rider Hugh Francis gives the Model T and Marmon a race for the money.



Wings of Freedom 2015 In Pictures



Picture: Colton Chaney in the P-51 Mustang "Betty Jane" in 2006 and again in 2015.



Picture: Veteran Harry Kramer in his B-25 and Harry 70 years later boarding "Tonelayo".



Picture: B-24 veteran Mr. Albert finding his pilot's name.



Picture: Phil and Alex Salvator looking out the B-24 waist gun.



Picture: Don Brenner, Ed and Joe Gentile get ready for the B-17.



*Help
Wanted*



Wings of Freedom Flight Coordinator

The Collings Foundation is looking for a special person to fill a vital role. The Flight Coordinator is a very important position on the Wings of Freedom Tour crew. In addition to scheduling and processing flights, motivating people to go flying and generating revenue, the Flight Coordinator is the Foundation's ambassador. The Flight Coordinator acts as a person of informative hospitality, talking to people from all walks of life on our goals to honor veterans and what an incredible experience it is to fly in these historic aircraft.

Ideal candidate must be highly motivated self starting extrovert with strong sales and people skills. Has to be dedicated and able to travel with the tour for long periods at a time. Would not be a good job for someone who has domestic responsibilities i.e. marriage, house upkeep, etc. Knowledge of historic aircraft and a comfortable knack for helping us "Keep 'Em Flying" a real bonus.

Decent compensation, daily stipend, all travel and accommodations are provided.

E-mail resume to: hchaney@collingsfoundation.org

2016 BOMBER CAMP

B-17G Flying Fortress & B-24J Liberator Training Program - Stockton, CA - June 1st & 2nd.

The time tested competition lives on.



B-17G FLYING FORTRESS



B-24J LIBERATOR

VS.

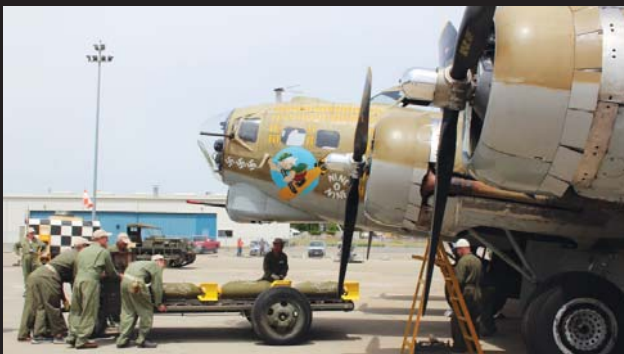
Do you remember watching the movies Twelve O'Clock High or Memphis Belle? Have you ever imagined what it would be like to train for – and fly on – your own mission in the legendary B-17G Flying Fortress “Nine-0-Nine” or the B-24J Liberator “Witchcraft?” The Stockton Field Aviation Museum, in conjunction with the Arizona Ground Crew Living History Unit, Inc. and the Collings Foundation, will be offering a unique two-day program in which you do just that! No doubt, this is one of the most amazing, living history programs you will ever experience!

Battle of the Bombers is the next step in the Stockton Field Aviation Museum's Bomber Camp. Using the world famous aircraft 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 will experience the sights, sounds and smells of 1944 in this immersive condensed training program. You will step back in time and train as the Air Crews trained during WWII.

Want to enlist or have questions?

Call Sydney at 209-982-0273 - sydney@twinbeech.com or Ken Terpstra at redtracer2001@sbcglobal.net



When: June 1 - 2, 2016

Training begins on June 1st. Participants must arrive by 6pm on May 31st. Training will conclude on June 2nd in the evening. Participants should plan on departing the morning of June 3rd.

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 and food for two nights, materials, ammunition and support supplies. Trainees must arrange travel to Stockton. Transportation to and from training facilities will be arranged.

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

Space is limited. For more information about BATTLE OF THE BOMBERS or to enlist, please email Ken Terpstra at redtracer2001@sbcglobal.net

ALL THREE ORGANIZATIONS INVOLVED IN THIS EVENT ARE NON PROFIT 501(C)3 ORGANIZATIONS. PORTION OF YOUR FEES ARE TAX DEDUCTIBLE.

Reservations and Cancellations:

A 50% deposit is required upon sign up. Deposit used for supplies and materials purchased in advance. The deposit is non-refundable, unless we have to cancel camp or other unforeseen circumstances.





COLLINGS FOUNDATION HONORED CONTRIBUTORS



(Cumulative donations)

PLATINUM (\$50,000 - \$99,000)

Joe Osentoski

GOLD (\$25,000-\$49,999)

Anonymous
Charles and Mary Robidart
Kevin Schuerman
Dave Walker

SILVER (\$10,000-\$24,999)

Anonymous
Robert J. Galloway

2015 PLANE SPONSORS

B-24 Liberator Plane Sponsors

David Albrecht
Charles E. Dean
James C. Dean
Louis H. Gibbs by Marcella and Frank Ettin
and Nancy Gibbs
Robert J. Galloway
Robert F. Stanford by Zenith Aviation

B-17 Flying Fortress Plane Sponsors

Jeffrey F. Ballard by Kristi Enns
Ray Dominguez by Peter Rosenthal
Gayle M. Metzger-Hauser
James Holley
Wallace Hull
Rolf Kich
Lt. Nathaniel Mencow by Harris Pitnof
Major Cecil R. Moore by Paul Peterzell
1SG Jennifer Lee Myers US Army by Jerome Schmidt
Craig A Payne by David Payne
Charles and Mary Robidart
Dave Walker

P-51 Mustang Plane Sponsors

Arthur Goldrich
Lori Kao by Joe Osentoski
Tom Madison
Gunard Mahl
The Munson/Trowbridge Family
Marcia Noell
James Anthony (Jimbo) Racin
Howard B. Young

2015 DISTINGUISHED FLYING COMMAND

B-24 Liberator DFC

David Brunnelle by Carman Turner
Luke David Carlson
Peter Compton by Guy Compton
John J. Galinus by Catherine & John T. Galinus
LeRoy B Morgan by Kathleen M. Street
W. Reed Sprinkel
John E. Terpning

B-17 Flying Fortress DFC

Raymond S. Klus
Arthur Lash

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 P-51C "Betty Jane" 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. (P-51 Sponsor flight jacket on right)



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 2015 our fuel costs alone were over \$800,000. 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, Collings Foundation decal, glossy photo 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, Collings Foundation decal, 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, Collings Foundation decal, 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