

Summer 2017

# Flight Line

*The official newsletter of the Warhawk Air Museum*



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### Museum Hours

Tuesday-Saturday 10 A.M. - 5 P.M.

Sunday 11 A.M. - 4 P.M.

Closed Monday

\$12 / General Admission

\$10 / Senior (65+) or Military (W/ID)

\$5 / Child (ages 5-12)

Warbird Roundup  
tickets available online!

[www.brownpapertickets.com/  
event/2993101](http://www.brownpapertickets.com/event/2993101)

Museum members get 50% off!

Only available at the gate.

Membership must be active as of August 25th.

Purchase a ticket on Saturday, come  
back Sunday for half price!

Simply show your Saturday ticket/receipt at the gate!

**AUGUST 26-27**  
**9AM - 4PM**

**WARHAWK AIR MUSEUM**

**WARBIRD ROUNDUP**  
FEATURING A P-38 LIGHTNING  
F4U-1A CORSAIR & B-25 MITCHELL BOMBER  
*with P-40s, P-51s, N3N "Yellow Peril", O-1 Bird Dog, and more!*

**GENERAL \$20 | SENIORS 65+ / MILITARY \$18 | KIDS 5-10 \$10**

**SPECIAL GUEST SPEAKER: Bob Cardin of Glacier Girl restoration fame**

**THE WARHAWK AIR MUSEUM**  
NAMPA, IDAHO  
EXPERIENCE ★ DISCOVER ★ REMEMBER

For schedule and more information, visit:  
[www.warhawkairmuseum.org](http://www.warhawkairmuseum.org)  
f warhawkmuseum @warhawkmuseum

**NAGEL FOUNDATION** **R THE RIVERSIDE HOTEL** **D&B SUPPLY**

# Letter From the Director

We are gearing up for our August 26th and 27th Warbird Roundup! It is going to be an exciting event filled with historical airplanes flying all day and two speakers sharing stories about the recovery and restoration of two of the most famous "lost" fighter airplanes of World War II:

\*The P-38 Lightning Glacier Girl, lost on an icecap in Greenland in 1942 and recovered in 1992, will be shared by Bob Cardin, the project leader of the recovery and restoration to flying condition.

\*The P-47 Thunderbolt Dottie Mae, ditched in an Austrian lake in 1945 and the last Allied fighter to be lost in Europe during World War II, will be told by Bob Nightingale who helped in the recovery of the airplane in 2005, and Mike Breshear who restored the airplane to flying condition.



A P-38 Lightning will be flying both days and the Dottie Mae will be presented to the public for the first time and flown by John Maloney both days. P-51 Mustangs, P-40s, a B-25 Bomber, an F4U Corsair, and WWII trainers will be joining the P-38 and P-47 flying on both Saturday and Sunday! IT'S GOING TO BE AN EXCITING WEEKEND AND YOU WON'T WANT TO MISS IT!

The summer is already half over and we are happy to see thousands of visitors come through our doors! We've added more collections, pictures, and the newly arrived F9F-5 Panther jet which will be restored for static display.

Please be sure to come by and say hi the next time you visit the museum! I am looking forward to seeing you at the WARBIRD ROUNDUP AUGUST 26TH AND 27TH!

Sue

## Memo From the "E"



As you can see, remarkable things are happening at the Warhawk Air Museum and we are grateful for your encouragement and support. It's appropriate to take a moment and thank each of you for helping us carry out our mission to educate and preserve the tremendous history and personal stories we are entrusted with. Thank you!

We'd like to share with you a truly great deal: The Idaho Education Tax Credit (IETC) makes it possible for you to donate up to \$2000 to the Warhawk Air Museum and could cost you as little as \$300!

*"Last year, we took your advice and discussed with our tax advisor taking advantage of the Idaho Education Tax Credit. Wow, a great tax incentive!"  
The net cost of our \$2000 donation was only \$500. How we wish we had taken advantage sooner!!" - Jack and Susan Hill*

The IETC lets you support the museum with dollars you would otherwise pay on your Idaho Income Tax Return. In addition, the normal charitable deduction permits you to deduct the amount of your contribution on your Federal Income Tax Return as well as on your State Income Tax Return (if you itemize your deductions).

What's so remarkable about this tax credit is that the museum receives the full amount of donation that essentially costs you a fraction of the cost!

This chart shows examples of how the IETC works based on the 35% marginal tax bracket and itemized taxpayer return for those filing Joint or Single returns. The figures are estimates and, as always, we recommend discussing your specific tax situation with your tax advisor. The gold highlighted areas denote where your gift maximizes the tax credit.

Joint Return Gift Amount	\$250	\$400	\$1000	\$2000	\$5000	Single Return Gift Amount	\$250	\$400	\$1000	\$2000	\$5000
Tax benefit from itemizing deductions	\$(87.50)	\$(140)	\$(350)	\$(700)	\$(1750)	Tax benefits from itemizing deductions	\$(87.50)	\$(140)	\$(350)	\$(700)	\$(1750)
50% Idaho Education Tax Credit	\$(125)	\$(200)	\$(500)	\$(1000)	\$(1000)	50% Idaho Education Tax Credit	\$(125)	\$(200)	\$(500)	\$(500)	\$(500)
Net out of pocket cost of contribution	\$37.50	\$60	\$150	\$300	\$2250	Net out of pocket cost of contribution	\$37.50	\$60	\$150	\$800	\$2750

## Wish List

Audio visual projection and sound system (WWII hangar) \$29,000

Hangar door maintenance and repair \$6350

Rain gutter and heater repair \$1300

Network copier \$780

Video editing software \$299





*Join us* AT THE 2017 Warbird Roundup  
FOR THE PUBLIC UNVEILING OF **"Dottie Mae"**

 **WARBIRD ROUNDUP**  
August 26 & 27, 9AM - 4PM  
[www.warhawkairmuseum.org](http://www.warhawkairmuseum.org)

The world-famous "Dottie Mae" went down on May 8, 1945 in what is thought to be the last combat loss of the European Theatre. In 2005, it was recovered from the bottom of Lake Traunsee in Austria.  
Now, come see this rare and fully restored P-47 Thunderbolt fly again in the most widely-anticipated Warbird event of the year!

## Event Schedule:

9 a.m.

Museum opens

10 a.m.

Show opens with a collection of WWII planes flying

11 a.m.

P-47 Thunderbolt Dottie Mae presentation followed by flight

12 p.m.

Fighter airplane demonstration flights

1 p.m.

P-38 Lightning Glacier Girl presentation followed by flight

2 p.m.

Airplanes flying

4 p.m.

Public photo opportunity up close to airplanes

\*This schedule is subject to change due to weather or other factors. A more detailed schedule will be posted as we get closer to the event.

Follow us on Facebook @warhawkmuseum for updates!

# Dottie Mae: Service Over Europe

It was the summer of 1944 when the P-47 Thunderbolt destined to become "Dottie Mae" rolled off the assembly line in Evansville, Indiana. Cleared for duty, on September 30th she was loaded on a trans-Atlantic ship and departed New York, arriving mid-October in Liverpool, England bound for service in the Eighth Air Force. But as fate would have it, after being air tested at Speke airport and found ready for service, she was instead assigned to the Ninth.



Lt. Lawrence A. Kuhl

Two pilots, Lt. Larry Kuhl and Lt. Robert Torbet, also found themselves newly assigned to the Ninth, arriving at Strip A-8 Picauville, France on September 8th - most likely replacements for five pilots recently KIA and one POW. Shortly after their arrival the entire 405FG moved to Site A-64 in Dizier, France where both pilots carried out their first missions on October 3rd and 4th. Kuhl had flown 17 missions in the span of three months before being paired with a brand new \$83,000 Thunderbolt. Staff Sergeant Samuel L. Kirschenbaum, the artist who did the original nose art, sought out Kuhl to see if he was interested in adding artwork and the new Jug was christened "Dottie Mae" after Kuhl's wife at the time. The pinup inspiration came from the

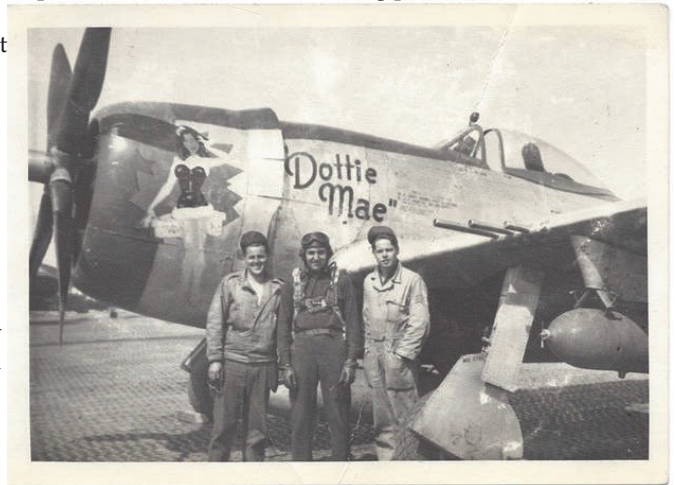
December calendar girl "Santa's Little Helper" in the 1945 Vargas calendar. Kuhl's name, as well as those of Crew Chief S/Sgt. J.A. Thomas, Assistant Crew Chief Sgt. E.A. Bergstrom, and amourer Sgt. L.V. Hitchman were included below the cockpit.

On December 16th Kuhl and Dottie Mae flew the first of 90 combat missions over the next five months - an impressive feat considering the life expectancy of a P-47 was mere weeks due to heavy flak during ground attack sorties and ground strafing returning from escort duties. Dottie Mae was damaged on three or four missions by flak, but was ultimately lost during a flight demonstration at the end of the war.



2nd Lt. Henry Mohr

The end of duty for Dottie Mae came on May 8, 1945 - just as the war in Europe was coming to a close. The concentration/labour camp Ebensee had been liberated by American forces just three days earlier. Twenty P-47s, all fully armed but without bombs, in flights of four or five took their turn in an aerial demonstration over the camp in an effort to boost morale. Dottie Mae was flown by 2nd Lt. Henry Mohr. At one point in the flight, Mohr, flying 230 mph over a lake, was trying to catch up with his group when his propeller hit the water causing him to crash. Able to escape but near drowning, Mohr was saved by two quick-acting girls and a young man who had witnessed the crash and rowed their boats out to help the downed pilot. They managed to get Mohr to safety after he lost consciousness and he became the last MIA of the 9AF, albeit for just a few hours, and the Dottie Mae became the last P-47 loss in the European Theater of Operations - which in a twist of fate would ultimately lead to her survival as summer of 1945 saw a large portion of surviving P-47s scrapped.



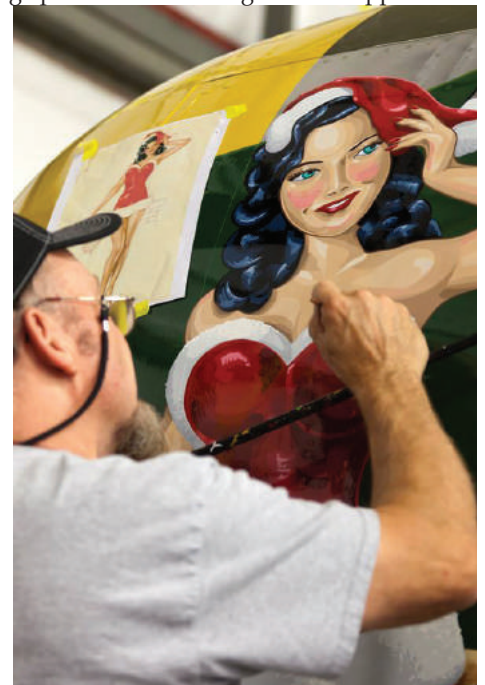
Left to right: Assistant Crew Chief E.A. Bergstrom, pilot Larry Kuhl, and armourer Leonard Hitchman



Above: Dottie Mae being recovered from the lake in Austria where she went down in 1945



Above: Kuhl and the original Dottie Mae nose art



Above: Idaho artist Jeff Devey recreates the original nose art to finish the restoration!



Left: Dottie Mae's cockpit after recovery



# Bob Cardin Returns to the Warbird Roundup for Glacier Girl Presentation!



The story of Bob Cardin and Glacier Girl is one of perseverance and ingenuity. Serving as project manager of the recovery effort, Bob and his team worked to locate Glacier Girl in Greenland under 268 feet of ice that had accumulated over decades. They then devised a plan to drill down to the airplane, lower themselves through a narrow tunnel of ice, and retrieve her piece by piece until she was once again back on the surface. Bob will be returning to our Warbird Roundup August 26th and 27th and you will not want to miss your chance to hear this fascinating story.

Perhaps just as fascinating is the story of July 15, 1942 and how what is now known as The Lost Squadron came to be.

July 15, 1942: Six brand new Lockheed P-38s and two B-17s took off from Presque Isle Air Base in Maine headed for the U.K. - which was desperately trying to hold off Nazi Germany. Operation Bolero sought to use out of the way air bases in the north Atlantic to bring warbirds to aid in the fight. It was early in the morning over Reykjavik, Iceland when they encountered weather issues and limited visibility. Gaining in altitude meant temperatures

dropped to ten degrees below zero and the pilots tried in vain to keep warm. At about 7:15 a.m. extreme numbness, coupled with limited visibility, began to set in and they decided to return to the airport they had departed from. Unfortunately, the weather only worsened - leaving the men disoriented and with only 20 minutes of fuel left. Luckily the clouds cleared just enough for them to determine they were off the coast of Greenland and that they must risk landing on the icecap.

The smaller P-38s, running lowest of fuel, went first. Not knowing if the ground was solid ice or soft snow, the first to land went landing gear down. At first it seemed the landing was a success, but the front landing gear buckled under pressure and caused the P-38 to flip onto its back. The next to go came in landing gear up and slid smoothly across the snow on its belly. The other planes landed safely and the twenty-five men gathered their resources and focused their efforts on staying warm and contacting help.

It was three days before a Morse code message was received from base. The men were relieved - it was freezing cold but help was finally on its way! Supply drops kept them going and on day ten a dogsled team arrived. Some of the men shot the electronics in their airplanes to dissuade potential Nazi attempts to salvage what they were leaving behind. It took hours of trudging through deep snow for them to reach the coast where they waited for the Coast Guard to rescue them.



Unable to retrieve the aircraft, they were slowly buried in the ice and snow over the impending decades and they became known as The Lost Squadron.

Below: Glacier Girl fully restored and flying



Glacier Girl buried in the ice during recovery efforts



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# New on Display By Lou Bauman



Cabinet 176: Ed Hill flew the F-14 Tomcat and F-18 Super Hornet. He served aboard the USS Theodore Roosevelt during Iraqi Freedom. Mounted on the side of the cabinet is a M61A 20mm Vulcan cannon barrel carried by the F-18 Super Hornet.



Cabinet 177: Millard "Doc" Wallace Ickes was a navigator in a B-17 over Germany in WWII. After the war he became a veterinarian and in 1979 retired from practice and started the MWI Drug Company. His display case is currently at the Ford Idaho Center



The Berlin Wall piece was donated by Mike Breshears. Binders with data on the wall are located on the Cold War reading table.

Cabinet 178: Comprised of items from the 14 donors. Included are tile from the space shuttle and a parachute piece from the Orion capsule.



## Veterans History Project Interviews

Thomas H. Row - Army  
 Brian Wilkening - Air Force  
 Ted D. Boam - Air Force  
 Ron Tafuri - Navy  
 Elna Black - Army  
 Tim Casagrande - Army  
 Florence Mary Sandy - USO  
 John Jones - Army  
 Jim Burton - Army  
 Tom McGrath - Air Force  
 Eliane McCalley - CAP  
 Orion Trotter - Army  
 Cloyd L. Fleetwood - Army

Wes Worchester - Army  
 Michael Trout - Air Force  
 Randy Dillon - Army  
 Chris Jones - Army  
 Ken Richey - Army  
 Garey Tragesser - Air Force  
 Edwin B. Johnson - Navy / Army  
 Ethel and Charles Minnis - Air Force  
 Dennis Wiley - Army  
 John W. Ross - Navy  
 Ron Manchester - Army / Army N.G.  
 Otto Achenbach - Army  
 Lyle D. Novak - Air Force

John Michael Hoyne - Merchant Marines  
 Deke Johnson - Air Force  
 Carla J. Kiester Harkrider Berg - Navy  
 Ken Mendery - Navy  
 Jay D. Barnett - Air Force  
 Thomas Schornak - Air Force  
 Phillip L. Moye - Army  
 Maureen Moye - Army  
 Dallas Hughes - Navy  
 Jerry Sullivan, Sr. - Air Force  
 Harold Brommer - Army  
 Joe Torres - Air Force  
 Marcel Bujarski - Navy / Coast Guard

Do you know a veteran who might be interested in being interviewed? If so, please call the museum so we can start the process of getting them scheduled! Interviews are done right here at the museum. A copy of the interview will be sent to the Library of Congress as part of their Veterans History Project, a copy will be kept at the museum, and the veteran will be given a copy free of charge.

# Volunteer Corner

By Char Boyd, Volunteer Coordinator

Since the winter newsletter, we have seen some amazing things in our volunteer department. Our spring was very busy with school field trips, tours, and scavenger hunts. For this article, I would like to showcase and thank our amazing tour guides: Ed, TeeJay, Daryle, Phil, Bob, Don C., Neal, and Marci. They have pulled off one amazing feat over the last few months, especially May and July. In May we had 10 tours with 345 guests and in July we had 12 tours with 432 guests. (The July tours were ALL daycare aged kids!) Wow! All totalled February through July, the tour guides have done 49 tours, captivating 127 adults and 1089 kiddos. I thank them for their faithfulness and willingness to do what they have done...Sometimes at a moment's notice!

Our Bridging the Generations school field trips lasted from February through June. The presenting veterans numbered 23 and the students who attended numbered 2568. The student groups ranged in numbers from 60 to 200 at a time. Again, WOW! Thanks to ALL the volunteers who helped move these students around to the different veterans.

The volunteer family is just that, a family. We have and do care for each other very much. In addition to everyday activities at the museum, life events keep us close from celebrating births, marriages, and graduations of grandchildren, as well as grieving in illnesses and deaths of our volunteers.

If you are interested in joining the Warhawk volunteer family, there's always something to do. It is a true labor of love. I appreciate our volunteers so very much and look forward to serving with them the second half of 2017.

## New Panther Jet Arrives!

The latest addition to our warbird family arrived at the museum late June! The Grumman F9F-5 Panther was the first jet manufactured by Grumman and one of the Navy's first successful carrier-based jet fighters. It was used exclusively by the Navy and Marine Corps during the Korean War and was the first jet aircraft used by the Blue Angels from 1949 to 1954.

**You can help us reach our target goal of \$80,000 to restore the Panther!**

Help honor and preserve America's Naval aviation history as we restore back to glory our Panther! This will be a static/non-flying restoration project. If you would like to donate towards this project you can mail your donation or donate through our website. Please be sure to indicate on your mailed donation that you would like it to go towards the restoration project. All donations are tax-deductable and you may qualify for the Idaho Education Tax Credit. Please talk to your tax professional for more information. If you have any other questions please contact us directly 208-465-6446 or [admin@warhawkairmuseum.org](mailto:admin@warhawkairmuseum.org).

Donate directly here:

[warhawkairmuseum.org/giving/restoration-project/](http://warhawkairmuseum.org/giving/restoration-project/)



Our new Panther arriving!



Possible paint scheme?

## Welcome Newest Members!

Ed Campbell  
Jim Bennett  
Jill Perl  
Joseph White  
Nathan Ingram  
David Scott  
Elaine Gross  
Brandon Nipper  
Clifford Venne  
Lee Castleman

Alisha Sinsel  
Charles Saums  
John Liller  
Kathryn McClaskey  
Paul Aristo  
Bruce and Becky Schrepple  
Linda Fish  
Donald Woolery  
Russell Wilcock

Ryan Gravette  
Deanett Osterloh  
Eric and Brittany Buehler  
Bryan Beban  
Jason and Aryn Davis  
Barry Martin  
E. Charles Mitchell  
Jeff Goldman  
Don Butler

G.W. Peterson  
Tom Lennon  
Foster Clark  
Darrell Manning  
Laurie Uzzel  
Brian Busz  
Jake Hartnett  
Danette Doll  
Sheena Strickler

## Join Our Membership!

Help support the Warhawk Air Museum by becoming a member today!

All members enjoy the following benefits:  
FREE admission to the museum for one year, 10% discount in the museum gift shop, 50% discount to special events (excludes Veterans Breakfast), and a subscription to our newsletter.

### Application for Membership

\_\_\_ Individual Membership \_\_\_ Family Membership  
\_\_\_ Level I \_\_\_ Level II \_\_\_ Level III \_\_\_ Level IV \_\_\_ Level V

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Please list all family members if Family Membership: \_\_\_\_\_

Check enclosed for: \$ \_\_\_\_\_

Credit Card: \_\_\_ Visa \_\_\_ MC \_\_\_ AmEx \_\_\_ Discover Card #: \_\_\_\_\_

Exp: \_\_\_\_\_ Signature: \_\_\_\_\_

	\$40 Individual Membership	\$80 Family* Membership	\$250 Level 1 Donor	\$500 Level 2 Donor	\$1,000 Level 3 Donor	\$5,000 Level 4 Donor	\$10,000 Level 5 Donor
Annual Membership Card	X	X	X	X	X	X	X
Free Admission**	1 Year	1 Year Family	2 Years	3 Years	Lifetime	Lifetime	Lifetime
Discount to Special Events	50%	50%	Free 2 Years	Free 3 Years	Free Lifetime	Free Lifetime	Free Lifetime
Subscription to Newsletter	X	X	X	X	X	X	X
10% Gift Shop Discount	X	X	X	X	X	X	X
WAM Hat			X	X	X	X	X
WAM T-shirt				X	Golf Shirt	Golf Shirt	2 Golf Shirts
Name on Star Donor Wall					X	X	X
Guest Pass***					1	2	3
One Ride in WWII Airplane							X

\*Family = Parents, children under 18 \*\*Excludes special events \*\*\*Guest must accompany sponsor

The Individual and Family packages are for memberships and do not include a donation amount. The Level 1-5 packages include a donation amount. The amount paid in excess of the estimated value received is a qualified charitable contribution under Internal Revenue Code 501(c)(3) and is also eligible for the Idaho Education Credit. Please consult a tax professional for more information.



Warhawk Air Museum

201 Municipal Drive  
Nampa, ID 83687

208-465-6446

www.warhawkairmuseum.org