



WELCOME TO THE WARBIRD ROUNDUP

TAKE ME TO:



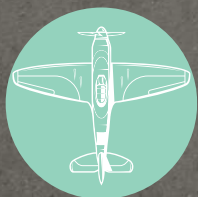
EVENT
MAP



FLIGHT
SCHEDULE



SPEAKER
INFORMATION



WARBIRD
INFORMATION



ENTRANCES
&
PARKING



FREQUENTLY
ASKED
QUESTIONS

EVENT MAP



ENTRANCE/EXIT



SPEAKER PRESENTATION



BATHROOMS



SHUTTLE STOP



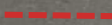
LOST AND FOUND



FIRST AID



GIFT SHOP



WALKWAY



VEHICLES



COOLING TENT



KID ZONE



GLOBAL WAR ON
TERROR MEMORIAL
WALL



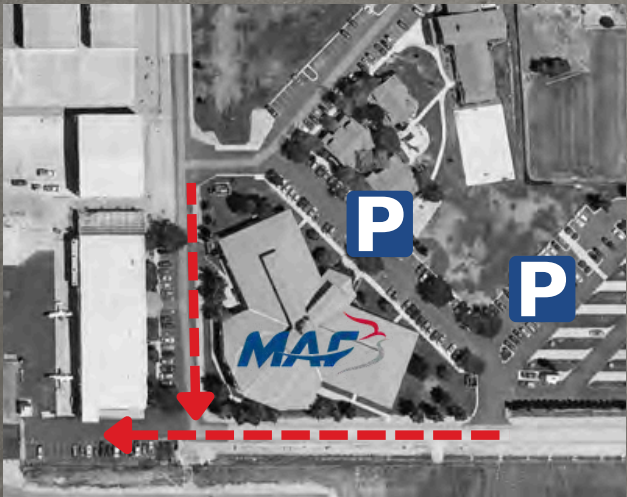
PARKING



WARHAWK AIR MUSEUM
PARKING IS AVAILABLE IN THE MUSEUM'S PARKING LOT AND THE DIRT PARKING LOT DIRECTLY ACROSS MUNICIPAL. **THESE LOTS WILL FILL UP QUICKLY!**

WARHAWK AIR MUSEUM
201 MUNICIPAL DRIVE
NAMPA, ID 83687

X SHUTTLE DROPOFF



MISSION AVIATION FELLOWSHIP

PARKING IS AVAILABLE AT MAF. FOLLOW THE RED LINES TO THE ENTRANCE GATE. THE SHUTTLE **DOES NOT** RUN TO MAF.

MISSION AVIATION FELLOWSHIP

112 N PILATUS LANE
NAMPA, ID 83687

MORE

PARKING



SAINT ALPHONSUS

PARKING IS AVAILABLE IN SAINT AL'S OVERFLOW PARKING LOTS. A SHUTTLE WILL RUN TO THE MUSEUM FROM 8:00 AM TO 4 PM.

SAINT ALPHONSUS OVERFLOW PARKING

OFF OF GARRITY BLVD, TURN ON TO N JACOB ALCOTT WAY OR N SISTER CATHERINE WAY.



← SHUTTLE DROPOFF



FLIGHT SCHEDULE

Flying is weather and warbird dependent.
Schedule subject to change without notice.
Times are approximate.

10:00 AM

3 Cessna O-1 Bird Dogs

10:20 AM MISSING MAN

P-51D Mustang Wee Willy II
P-51C Mustang Boise Bee
P-40E Kittyhawk Sneak Attack
P-40N Warhawk Parrot Head

10:40 AM

T-6G Texan Mary Virginia
SNJ-5 Texan Lil' Ashlee
T-6G Texan Boise Bombshell
Mk-IV Harvard
SNJ-4 Texan Rolling Thunder
SNJ-4 Texan
SNJ-5 Texan

11:00 AM

P-51C Mustang Boise Bee
P-51D Mustang Blondie
P-51D Mustang Wee Willy II
P-51H Mustang
P-51D Mustang Kimberly Kaye

11:20 AM

P-40N Warhawk Parrot Head
P-40E Kittyhawk Sneak Attack
P-38 Lightning Honey Bunny

11:40 AM

B-25J Mitchell Sweet Dreams

MORE

12:00 PM

Global War on Terror Helo Operations
Presentations located in Museum

1:15 PM

F-35A Lightning II heritage flight
P-47D Thunderbolt Dottie Mae

1:40 PM

P-51C Mustang Boise Bee
P-51D Mustang Blondie
P-51D Mustang Wee Willy II
P-51H Mustang
P-51D Mustang Kimberly Kaye

2:00 PM

T-6G Texan Mary Virginia
SNJ-5 Texan Lil' Ashlee
T-6G Texan Boise Bombshell
Mk-IV Harvard
SNJ-4 Texan Rolling Thunder
SNJ-4 Texan
SNJ-5 Texan

2:20 PM

P-47 Thunderbolt Dottie Mae
F8F-2 Bearcat
P-40E Kittyhawk Sneak Attack
P-40N Warhawk Parrot Head

2:40 PM

B-25J Mitchell Sweet Dreams

**The ropes will be dropped after the final flight for
a photo opportunity.
Event ends at 5 p.m.**



GLOBAL WAR ON TERROR HELO OPERATIONS

12:00 PM
INSIDE THE WARHAWK AIR MUSEUM



COMMAND
SERGEANT
MAJOR
TONY LILES
US ARMY, 4TH
INFANTRY DIVISION



CHIEF
WARRANT
OFFICER 4
**SVEN
ANDERSON**
US ARMY, 16TH
COMBAT AVIATION
BRIGADE



MORE

The presentation will be held inside the Warhawk Air Museum at 12:00 PM.



F-35A LIGHTING II HERITAGE FLIGHT

1:15 P.M.

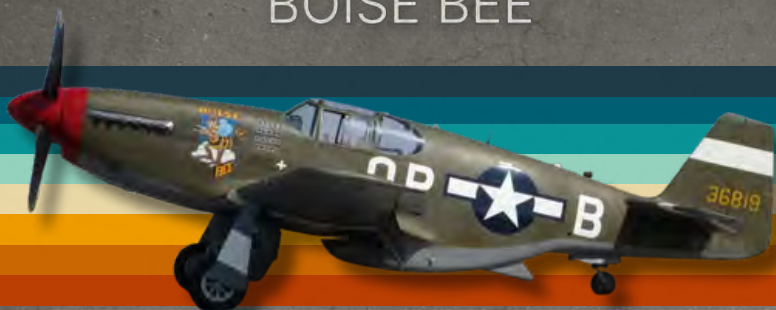


MAJOR
MELANIE
"MACH"
KLUESNER



MORE

NORTH AMERICAN P-51C MUSTANG BOISE BEE



The Warhawk Air Museum's P-51C is painted in the markings of Boise native and 5 time fighter ace Lt. Col. Duane W. Beeson. Beeson flew in the 334th Fighter Squadron, 4th Fighter Group, Eighth Air Force in England. Among one of the most famous fighters of World War II, the P-51 has roots in both Britain and the US. Originally overlooked by the USAAF, the P-51 did not see action with American forces until March 1943. The combination of American airframe and British Rolls-Royce Merlin engine made it unmatched by any other piston aircraft of the time. The Boise Bee was restored to flying condition and made it's first post-restoration flight in 2010.



NORTH AMERICAN P-51H MUSTANG



North American developed several P-51 variants - the H being a total redesign. Updates include a different wing shape, taller tail, and smaller landing gear. The fuselage was more slender and the length increased to 33.33 feet while the belly scoop inlet profile was square again like the first P-51s. The Rolls Royce Merlin V-1650-9 engine made it the fastest production P-51, but it did not reach front-line units in time to see combat. Only a handful of H models survive and only two are airworthy.



NORTH AMERICAN P-51D MUSTANG BLONDIE



Stationed in Debden, England, the 334th Fighter Squadron, 4th Fighter Group received their P-51s in 1944. Sporting a distinctive red nose, the 334th FS had nearly 400 victories against the German Luftwaffe. Lt. Marvin Arthur named his Blondie in honor of his wife. This P-51 served with the Fifth Fighter Squadron, 52nd Fighter Group, Fifteenth Air Force of the U.S. Army Air Force during World War II. Since being restored, she has flown under several names including Singapore Sally, Sparky, Jelly Belly, and now Blondie. In 1995 she was given temporary paint for the Tuskegee airmen movie Red Tails.



NORTH AMERICAN P-51D MUSTANG WEE-WILLY II

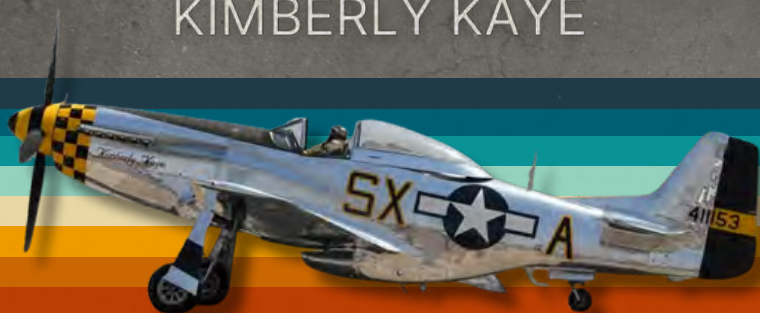


Wee Willy II comes to us from the Planes of Fame Air Museum in Chino, CA. It was manufactured in Dallas, Texas and delivered into service in late 1944. Wee Willy II has the soul of a racer. After serving with several Air National Guard units it went into private ownership in 1958 and converted into an air racer in 1964. This P-51D set the world speed record for piston engines in 1979 when it was known as Red Baron. A devastating crash in 1979 destroyed the aircraft, but portions were salvaged and combined with parts from other Mustang variants to build Wee Willy II.



NORTH AMERICAN P-51D MUSTANG

KIMBERLY KAYE



This P-51 started life as a P-51K with the US Air Force before being sent to the Indonesian Air Force. From 1980-1985 she was on display at an Indonesian military cemetery. When she returned to the US in 1985, she spent several years in restoration going from a B to D model. She took her first post restoration flight in 2002 and was christened Kimberly Kaye.



REPUBLIC P-47D THUNDERBOLT DOTTIE MAE



By 1944, pilot Lt. Larry Kuhl had 17 missions under his belt when he was given this Thunderbolt, which he named Dottie Mae after his wife. On December 16, 1944, Dottie Mae flew the first of 90 combat missions over the next five months. Kuhl flew 39 of those missions. On May 8, 1945, twenty P-47s were sent on an "aerial demonstration" flight to boost morale at a newly liberated POW/concentration camp in Austria. Dottie Mae's pilot, Lt. Henry Mohr, flew too low over Traunsee Lake and struck the water. Mohr escaped, but Dottie Mae spent the next 60 years at the bottom of the lake before being discovered in 2005. WWII veteran Jack Croul purchased Dottie Mae and had her fully restored.



REPUBLIC P-47G THUNDERBOLT



This P-47G from Planes of Fame spent most of its military career as a trainer. In 1952, future Planes of Fame founder Ed Maloney obtained the aircraft and stored it at his home with the intention of eventually displaying it in his projected air museum. It was reassembled in 1963 and took part in a number of west coast airshows until it was damaged in a forced landing in 1971. It went back into storage until 1980 when it became a static display. The Thunderbolt was restored to flying condition in the 1980s, and while it has had several color schemes over the years, it reappeared in a very accurate paint scheme as 56th Fighter Group ace Bud Mahurin's P-47D.



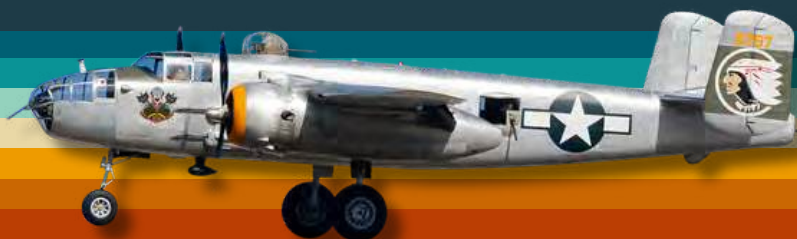
GRUMMAN F8F-2 BEARCAT



The Grumman F8F Bearcat was a U.S. Navy / Marine Corps single-engine, fighter aircraft introduced late in World War II as a carrier-based fighter. In 1946 it set a climb record of 6,383 fpm that held until it was broken in 1956 by a jet fighter. WWII ended before the F8F saw combat and production ended with 1,265 built. Since it was one of the best-handling piston fighters it was the top selection in 1946 for the U.S. Navy's elite Blue Angels demonstration squadron. This Bearcat was restored by Planes of Fame and is comprised of parts from several aircraft.



NORTH AMERICAN B-25J MITCHELL SWEET DREAMS



On July 6, 1945, this B-25J joined the U.S. Army Air Force at Yuma Air Field in Arizona. In 1959 she was sold but by the 1980s was in disrepair and no longer flying. She is now fully restored in the markings of the 345th Bombardment Group known as the Air Apaches and flies under the name Sweet Dreams. The 345th was sent to the Pacific during World War II. Once in theater the B-25s were converted into "strafers" making them a low level ground and shipping attack plane. After Japan's surrender, the 345th was tapped to escort the Japanese delegation to Manila for a conference with General MacArthur to discuss their formal surrender.



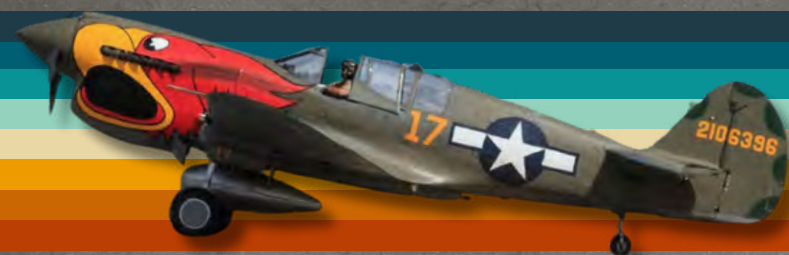
LOCKHEED P-38L LIGHTNING HONEY BUNNY



Honey Bunny was delivered to the Army Air Force in 1944 and converted into an F-5G for photo reconnaissance work. Aero Exploration Company Incorporated of Tulsa, Oklahoma acquired it from the War Assets Administration in 1946 for \$1,250. Despite changing hands many times over the years, she remained relatively active and flew under several names. In 2010, she was christened Honey Bunny and her iconic nose art was added.



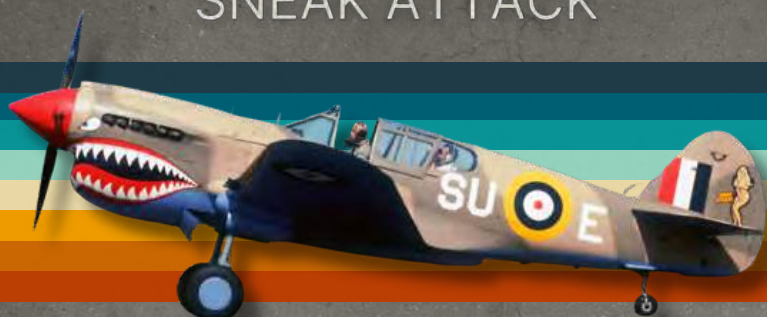
CURTISS P-40N WARHAWK PARROT HEAD



The P-40 was America's foremost fighter in service when WWII began. Though often outclassed by its adversaries in speed, maneuverability, and rate of climb, the P-40 earned a reputation in battle for extreme ruggedness. At the end of its career, more than 14,000 had been produced for service in the air forces of 28 nations. The Warhawk Air Museum's P-40N was restored to flying condition in the 1980s, made its first post-restoration flight in 1986, and is painted in the markings of the "Parrot Head" squadron of the class of 43K Dothan, Alabama. It was used in the filming of the movie Pearl Harbor.



CURTISS P-40E KITTYHAWK SNEAK ATTACK



The Warhawk Air Museum's P-40E Sneak Attack was restored in the late 1960s and made its first post-restoration flight in 1971. Sneak Attack's markings honor the Royal Air Force 112th "Shark Squadron" that operated in North Africa during World War II.

The SUE on the side honors owner John Paul's wife Sue. The image above shows the tail art painted on during restoration and how it got the nickname Sneak Attack. The artwork has been removed for posterity, but made a brief return for the 2023 Reno Air Races. Sneak Attack was used in the filming of several major motion pictures including Pearl Harbor and Valkyrie.



NORTH AMERICAN T-6G TEXAN



Known as the “pilot maker” the North American T-6 Texan was the final hurdle facing World War II pilot candidates in preparing them for combat. After World War II it continued to be used as a trainer all around the world until the 1990s. The Warhawk Air Museum, through donations, was able to purchase this T-6G from the estate of Anthony “Tony” Banta. Tony was an Air Force test pilot, an astronaut candidate, and a restorer of historic military aircraft. She has just recently been christened Mary Virginia.



NORTH AMERICAN SNJ-5 TEXAN LIL' ASHLEE



Designed by North American Aviation, the T-6 is a single-engine advanced trainer used by the U.S. Armed Forces to train pilots during WWII and on through the 1970s. The T-6 is known by a variety of designations depending on the model and operating air force. The U.S. Army Air Corps and the Army Air Force called it an AT-6 while the Navy called it an SNJ and the British a Harvard. In 1948, the new U.S. Air Force designated it the T-6 and the Navy followed in 1962. T-6s have also been used to simulate various historical aircraft including the Japanese Mitsubishi A6M Zero.



NORTH AMERICAN HARVARD MK-IV



Originally a Harvard Mk IV built in 1952 by Canadian Car and Foundry, this warbird spent 12 years serving in the RCAF before being retired to the bone yard at Davis Monthan. In the late 1980s a group purchased a block of T-6s from Davis Monthan, and this one was restored. In 2021 it was purchased by the current owner and the exhaust, canopy, and gear doors were updated to make it look like a T-6. This aircraft is equipped with a Pratt and Whitney R-1340-AN2 engine with a gearbox on the front making it extremely quiet compared to a traditional T-6.



NORTH AMERICAN SNJ-4 TEXAN ROLLING THUNDER



The SNJ is better known as the Army AT-6 or the British Harvard. Most SNJs and AT-6s were manufactured in the Dallas, Texas North American factory - hence the name Texan. The Navy added tail hooks to some of their SNJs for carrier training. It was also used for gunnery training. The US did not use this plane for actual combat until the Korean War, where it proved itself very well. Two fixed Browning ANM2 30 cal. machine guns in the wing and right front cowling, plus another rear gunner "flexible" gun gave the SNJ plenty of firepower. It was also designed to handle bombs and rockets.



NORTH AMERICAN T-6G TEXAN BOISE BOMBSHELL



The Texan was the classroom for most of the Allied pilots who flew in World War II. Called the SNJ by the Navy and the Harvard by the British Royal Air Force, it was designed as a transition trainer between basic trainers and first-line tactical aircraft. In all, 34 different countries over a period of 25 years used the Texan to train pilots. Although not as fast as a fighter, it was easy to maintain and repair, had more maneuverability and was easy to handle. It could roll, loop, spin, and vertical roll. It was designed to give the best possible training in all types of tactics from ground strafing to bombardment and aerial dog fighting.



NORTH AMERICAN SNJ-4 TEXAN



During World War II tens of thousands of young men trained to be U. S. Army pilots and Naval aviators in the Texan. After advanced training they went on to operational units where they refined their skills before flying in combat in Europe, Asia, and the Pacific. Without the Texan it would have been difficult to train the enormous number of pilots required. The SNJs in the U. S. Navy not only trained student Naval aviators to fly from training airfields but also trained them in the demanding techniques of carrier landing and take offs. The SNJ-4C (C for carrier modification) included an arresting hook that enabled student aviators to become carrier qualified.



NORTH AMERICAN SNJ-5B TEXAN



North American built 15,495 Texans between 1938 and 1955. They were designed to give the best possible training in all types of tactics, from ground strafing to bombardment and aerial dog fighting. The AT-6G/SNJ-5 included major advancements such as a full-time hydraulic system and a steerable tail wheel. During the Korean War, they were used as forward air controllers designating targets for and coordinating UN air strikes.



CESSNA O-1A BIRD DOG



Production of the Bird Dog (a redesigned Cessna Model 170) began in 1950 and it was put into service during the Korean War. The O-1 enabled the U.S. Army to perform liaison and observation duties. The nickname Bird Dog hints at its role in battle finding the enemy and orbiting overhead until artillery or attack aircraft arrived. You will actually see two Bird Dogs at the Warbird Roundup painted in the markings of Chester "Soapy" Walborn who flew two combat tours and 996 sorties in Vietnam. One belongs to Soapy's family and the other by the Warhawk Air Museum who has Soapy's collection on display.



CESSNA L-19/O-1 BIRD DOG



Initially designated the L-19, in 1962 it was redesignated the O-1 Bird Dog. It is an all-metal, tandem seat aircraft with downward sloping sides to increase visibility - making it a great reconnaissance aircraft. It was highly valued by the ground units it supported and feared by enemy units it flew over. The primary difference between Bird Dogs used by the Army and those used by the Air Force were the radios. The Air Force added UHF frequency radios to control the fighter and bomber aircraft which dropped bombs, rockets, or napalm near friendly forces. The Army often carried high explosive and flechette rockets, while the USAF primarily carried white phosphorus rockets to mark targets.



FAIRCHILD REPUBLIC A-10 THUNDERBOLT II THE PUNISHER



STATIC ONLY Known as a Warthog for its aggressive look and often painted with teeth on the nose cone, the A-10 is the U.S. Air Force's low-altitude close air support aircraft. It is perhaps best known for its GAU-8 Avenger 30mm gatling gun mounted on the nose that fires armor-piercing depleted uranium and high explosive incendiary rounds. The A-10 has excellent maneuverability at low air speeds and altitude, and is a highly accurate weapons-delivery platform. The wide combat radius and short takeoff and landing capability allows it to get in and out of locations near front lines. Using night vision goggles, A-10 pilots can conduct their missions in darkness.



FREQUENTLY ASKED QUESTIONS

Can I purchase a ride?

The Warhawk Air Museum does not offer rides; however, visiting aircraft owners might. Please visit their booth to learn more about rides.

Are pets allowed?

Service animals are always welcome!

Can I bring outside food or drink?

We do not allow outside food or drink. There will be vendors available at the event.

Can I bring a camp chair?

Yes! Lots of guests do! Seating is not provided outside of eating areas.

Can I bring an umbrella/tent?

No - umbrellas and/or tents make it difficult for other guests to see the flying. There will be shade area available for guests to get out of the sun.

Is the Museum open?

Yes! Guests have full access to the Museum.



Can I donate an item to the Museum?

We do not accept **item** donations during the Warbird Roundup.

What forms of payment are accepted?

All major credit cards and cash are accepted. There will be an ATM on site inside the Museum.

THANK YOU TO OUR SPONSORS

