



# Plane Talk

Volume 19, Number 3

***The Newsletter of the War Eagles Air Museum***

## Editorial

**O**n page 8 of this issue is a short article about the D-Day Anniversary ceremony that we held on June 6. There is not enough space in this entire *Plane Talk* to give the event the coverage it deserves. We estimate it was the best-attended event *ever* at the Museum. We got tremendous amounts of unanimously favorable publicity from local radio and television stations, newspapers, politicians, military organizations and people of all sorts who went out of their way to tell us how much they appreciated what we had done. The *Washington Post* even picked up the story and published a picture of one of the honorees. Many dedicated people worked hard for months in advance to prepare for the event. The positive feedback made all of the hard work worthwhile.

Once again, as in the last few years, this Fall is shaping up to be a very busy time. In September, we're planning to host a fly-in of the International Bird Dog Association (IBDA). As the official headquarters of the IBDA, we hope to have 15 to 20 of the venerable and respected Cessna L-19 *Bird Dogs* on hand for the event. The first weekend in October will see us participate again in the Amigo Airshow at El Paso's Biggs Field. The next week (October 13-15), we will, for the second time, host the Land of Enchantment RV Fly-In. This highly social get-together should attract between 200 and 300 small home-built "Van's Air Force" kitplanes. The month will end with the fourth annual Chili Cookoff on October 28. Mark your calendars! ☺



## Featured Aircraft

**T**he story of the North American F-86 *Sabre* has probably been told more times than that of any other classic aircraft except, possibly, the North American P-51 *Mustang* and the Boeing B-17 *Flying Fortress*. In a few newsletter pages, we cannot possibly do justice to the tale of one of the 20<sup>th</sup> century's most significant aircraft. So, after we briefly review the *Sabre's* genesis and development history, we present just one short chapter of its rich operational history, with emphasis on its relation to War Eagles Air Museum's specific aircraft.

▲ War Eagles Air Museum founder, the late John MacGuire, puts the ex-South African Canadair Sabre Mk VI through its paces in the clear skies over his Fort Hancock ranch.

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Due to space limitations, Skip Trammell's "From the Director" column does not appear in this issue.

### Featured Aircraft (Continued from page 1)

#### Development of the Sabre

In the closing months of World War II, Allied aircrews were shocked when revolutionary German twin-turbojet Messerschmitt Me.262 *Schwalbes* ("Swallows") appeared in the skies over Europe. At the time, the first American jet aircraft, the Bell XP-59 *Airacomet*, had been flying in great secrecy for two years, and Lockheed's P-80 *Shooting Star* was nearly ready for testing. U.S. military planners realized that Army Air Force (AAF) pilots would face even more advanced aerial foes in the future. In November 1944, with that threat in mind, North American Aviation (NAA), of Inglewood, California, designed a high-performance, turbojet-powered fighter. On May 18, 1945, 10 days after the war in Europe ended but while battles still raged in the Pacific, the AAF ordered three XP-86 prototypes.

The first XP-86 design bore little resemblance to what became an enduring aviation classic. It was based on the XFJ-1 *Fury*, one of four carrier-based aircraft designs that the U.S. Navy had recently ordered for the planned May 1946 invasion of Japan (the others were the Vought XF6U-1 *Pirate*, the McDonnell XFD-1 *Phantom* and the McDonnell XF2D-1 *Banshee*). The XFJ-1 featured a straight



▲ This photo shows John MacGuire's newly acquired Canadair Sabre Mk VI, obtained from the South African Air Force and still resplendent in South Africa's national colors and with Afrikaans markings, at his ranch in Fort Hancock, Texas, ca. May 1983. The man on the ground on the left is Salvador Fierro, one of the original volunteers at the future War Eagles Air Museum.

wing mounted low on a relatively thick fuselage that housed an anemic 4,000-pound-thrust General Electric J35-A-5 axial-flow turbojet engine (later versions used more powerful J47 engines). After the mockup inspection on June 20, 1945, it was clear to NAA and the AAF that the XP-86 would be unable to reach the contract-specified top speed of 600 miles per hour. Captured German documents indicated a swept wing might solve this problem, so NAA swept back the XP-86's wing 35 degrees. This caused other problems, such as poor low-speed stability due to tip stall, but automatic leading-edge slats like those on the Me.262 took care of that problem.

NAA rolled out the first XP-86, serial number 45-59597, on August 8, 1947. On October 1, NAA test pilot George "Wheaties" Welch flew the aircraft for the first time at Muroc Army Air Base (later Edwards Air Force Base). The nose gear failed to extend, so he dinged up the ship a little on landing, but NAA quickly repaired the damage.

On April 26, 1948, Welch took the XP-86 supersonic in a dive, which marked the first time a production-model aircraft had exceeded Mach 1. In fact, the *Sabre* may have been the first aircraft to exceed the speed of sound! Two weeks before Captain Charles E. "Chuck" Yeager officially broke the "sound barrier" in the rocket-powered Bell XS-1, Welch took the XP-86 to 650 miles per hour at 11,000 feet. Observers at Edwards reported hearing a distinct sound that soon became

familiar as a "sonic boom." Whether or not it was really the first aircraft to break the sound barrier, the sleek, elegant *Sabre* was well on its way to becoming arguably the most successful U.S. fighter of the 1950s. It eventually served with 31 air forces around the world.

#### Canadian Sabres

In 1949, the Canadian Government chose the F-86 *Sabre* as the new RCAF (Royal Canadian Air Force) front-line fighter to

### Featured Aircraft (Continued on page 3)



▲ Undated but probably taken in mid-1985, this photo shows the fully restored and airworthy Sabre Mk VI at Fort Hancock before a test flight.

#### Plane Talk

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**Featured Aircraft (Continued from page 2)**

replace the de Havilland *Vampire*. Canadair Ltd., of Montreal, Quebec, Canada, secured licensing rights from NAA and the U.S. Government to manufacture 100 F-86As, which the Canadians called the “CL-13 *Sabre Mk I*.” The design evolved and Canadair made several variants during the production run. For instance, the *Sabre Mk II* was essentially an F-86E with a “flying tail.” The *Sabre Mk IV*, of which Canadair made 438, was intended to be powered by an Orenda engine (Orenda being the Gas Turbine Division of A.V. Roe Canada, Ltd.), but it ended up powered by the same General Electric J-47-GE-13 as that used in the F-86E.

The *Sabre Mk V* was the first production model with a Canadian engine, the Orenda 10 rated at 6,355 pounds of thrust. Fitting this engine required Canadair to enlarge the openings in the fuselage frames and strengthen the engine mounts. The *Mk V* also featured small wing fences and fixed rather than automatic leading edge slats. The final Canadair *Sabre* variant, the *Mk VI*, went back to automatic slats and used a two-stage Orenda 14 engine with 7,275 pounds of static thrust.

By the time Canadair stopped production, the company had built 1,815 *Sabres* for domestic use and export. This amounted to almost 20% of the total of 9,502 built worldwide. Many users felt Canadair *Sabres* were the best of the lot.

**North American (Canadair) F-86 Sabre Mk VI Characteristics**

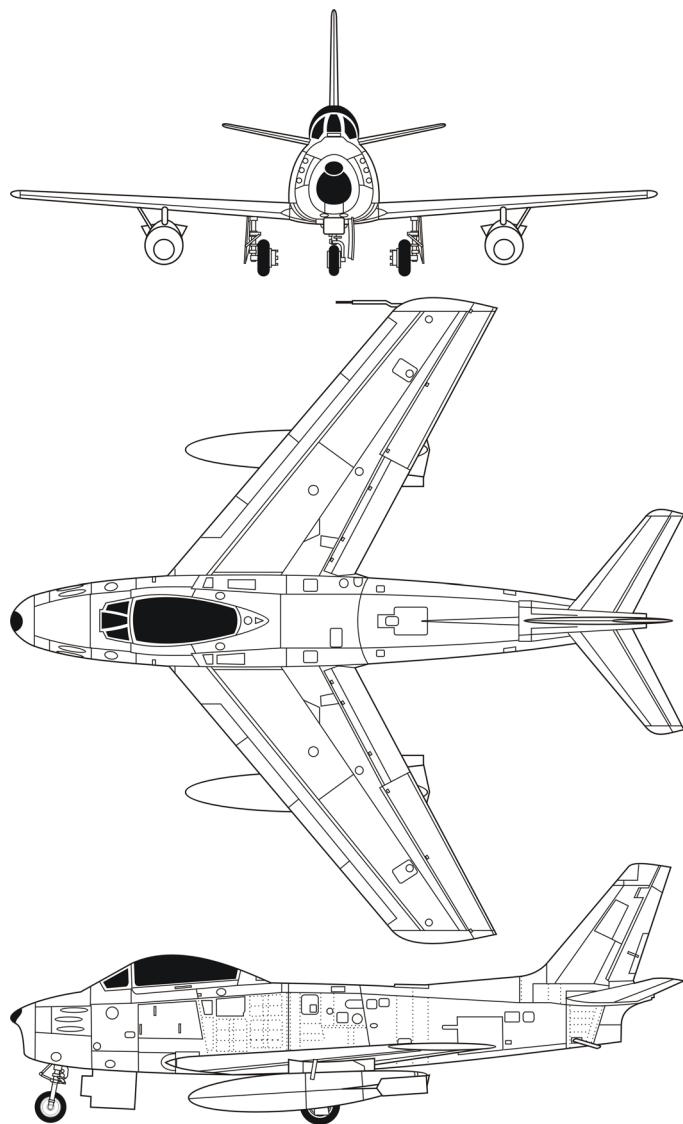
Powerplant	Orenda 14 axial-flow turbojet—7,275 pounds static thrust
Cruise Speed	489 miles per hour
Maximum Speed	710 miles per hour
Service Ceiling	54,000 feet
Length	37 feet 6 inches
Wingspan	37 feet 1 inch
Range	1,495 miles (ferry)
Weight (empty)	10,618 pounds
Weight (maximum)	14,044 pounds

**South African Sabres**

The South African Air Force (SAAF) operated 22 North-American-built F-86Fs, on loan from the U.S. Air Force, in the last few months of the Korean War. As a founding member of the United Nations, South Africa had supported UN forces in Korea since late 1950. For most of their time there, the SAAF flew North American F-51D *Mustangs*. Conversion to *Sabres* began on January 28, 1953. By the end of the War, *Sabres* of No. 2 “Flying Cheetahs” Squadron, attached to the USAF 18<sup>th</sup> Fighter Bomber Wing, had flown 2,032 combat sorties with a loss of six aircraft to enemy action. The first SAAF *Sabre* mission was a patrol over the Yalu River (“MiG Alley”) on March 12, 1953, and the last one was on July 27, the day the ceasefire took effect. The “Flying Cheetahs”

had such a distinguished record in Korea that the Commander of the 18<sup>th</sup> FBW established a policy calling for the introductory bars of the South African National Anthem, “Die Stem van Suid-Afrika,” to be played before the U.S. National Anthem at all Wing Retreat Ceremonies “in memory of our gallant South African Comrades.”

After the War, the SAAF returned the remaining *Sabres* to the USAF, after which they went to Taiwan. To replace them, the SAAF ordered 34 Canadair *Sabre Mk VI*s. Delivery started in April 1954. War Eagles Air Museum’s *Sabre*, which first flew on April 23, 1956 and was delivered on October 11, 1956, is one of this batch.

**War Eagles Air Museum’s Sabre**

The Museum’s *Sabre* is a Canadair *Mk VI*, serial number 23684. John MacGuire, Museum founder, imported it from South Africa in 1983. He sent it to Classics in Aviation (CIA, not to be confused with the “other” CIA) in Reno, Nevada. CIA converted it to “non-combat” configuration. CIA welded plugs into the fuselage frames that had formerly held the six .50-calibre machine guns, added a non-standard hydraulic servicing unit, and checked out the engine and ejection seat. Contract pilot John Penney delivered it to John MacGuire at Fort Hancock, Texas, on April 18, 1985, and John flew it to the Museum for display in August 1989. ♦

# Movie Stars Visit Museum

**O**n Memorial Day weekend, War Eagles Air Museum sponsored the screening of *Kronos*, one of 10 classic movies shown at the third annual "IT! Came From The '50s" science fiction film festival at El Paso's Chamizal National Memorial. A total of over 2,800 film fans of all ages attended the festival. *Kronos* is the fantastic story of a giant robot machine from outer space that lands in Mexico and rampages up the coast toward California. This was a particularly appropriate film for the Museum to sponsor, since it features many airplanes, including the North American YF-100 *Super Sabre* prototype, a Boeing B-47 *Stratojet* and Mexican Air Force North American P-51D *Mustangs*. And it is an airplane that ultimately puts the monstrous machine out of commission.

Veteran stage, screen and television actors Robert Nichols and Warren Stevens, along with Jennifer, Mr. Nichols' wife of nearly 60 years, were special guests for the Festival. Mr. Nichols played Lt. Ken Erickson in the 1951 film *The Thing from Another World*. In this tale of an Air Force research team finding a crashed al-

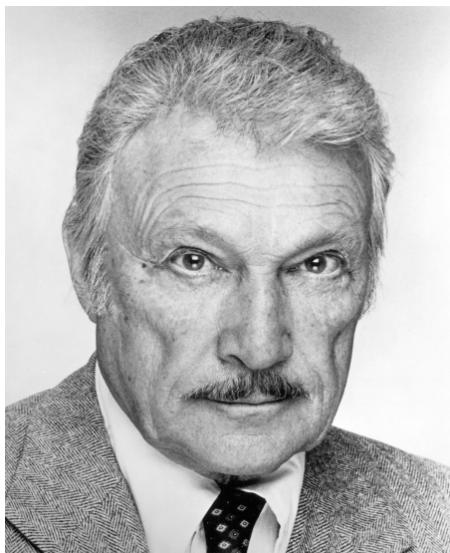
ien flying saucer and its hostile extraterrestrial occupant under the Arctic ice, a Douglas DC-3 on skis plays a prominent role. Mr. Nichols also starred in the 1956 film *Giant*, with Rock Hudson, Elizabeth Taylor and James Dean. *Giant* was filmed in Marfa, Texas, where Museum co-founder Betty MacGuire has a home. In addition to roles in television series such as *Gunsmoke*, *Maverick* and *Perry Mason*, Mr. Nichols acted in scores of other films, including the 1957 aviation classic *Bombers B-52*, with Natalie Wood, Efrem Zimbalist, Jr. and Karl Malden.



▲ Warren Stevens, Leslie Nielsen and Walter Pidgeon (l. to r.) ride in an underground transport system built by the long-vanished race called the "Krell" in *Forbidden Planet*.

Mr. Stevens was a P-47 *Thunderbolt* pilot in World War II. After the War, he concentrated on acting. *Star Trek* fans remember him as Rojan, leader of the alien Kelvans, in the 1966 episode "By Any Other Name." But his most famous role was as Lt. "Doc" Ostrow in the classic 1956 movie *Forbidden Planet*, also starring Leslie Nielsen, Walter Pidgeon and Anne Francis. Adapted from Shakespeare's *The Tempest*, *Forbidden Planet* is widely regarded as one of the best and most influential science fiction films of all time. Even today, 50 years after it was made, its ageless story, state-of-the-art special effects, unusual electronic musical score and thought-provoking message hold up well. Mr. Stevens also starred in many other movies and in television series such as *The Man from U.N.C.L.E.*, *Men Into Space* and *The Outer Limits*.

With a few spare hours on Sunday morning, the three special guests visited War Eagles Air Museum. For Mr. Stevens es-

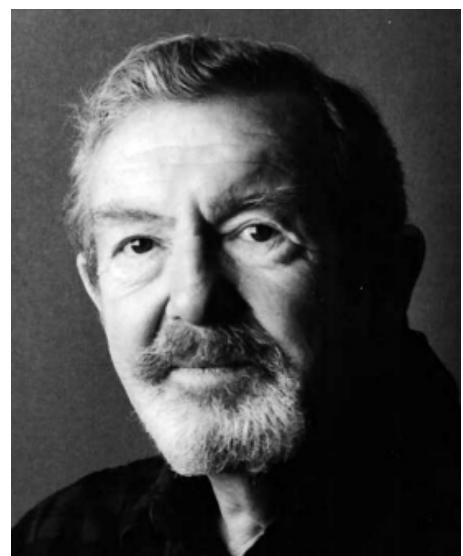


▲ Contemporary photo of Warren Stevens.



▲ World War II fighter pilot and veteran actor Warren Stevens, seen here with our Boeing PT-17 Stearman, got a dose of nostalgia during his visit to War Eagles Air Museum, where he saw up close the same types of aircraft in which he had learned to fly.

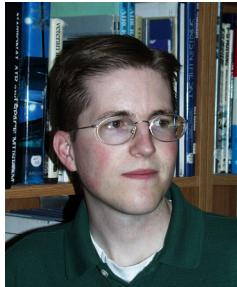
pecially, it was like a trip back in time. He had learned to fly in the same three aircraft that the Museum regularly flies—the Boeing PT-17 *Stearman*, the Vultee BT-13B *Valiant* (a.k.a., "Vibrator") and the North American AT-6F *Texan*. Getting up close to these three vintage aircraft was a real high point for the 86-year-old former fighter pilot. ♦



▲ Contemporary photo of Robert Nichols.

# Historical Perspectives

by Robert Haynes



**A**s noted in the last *Plane Talk*, the Chinese theatre of operations was one of the most unusual of World War II. The Curtiss P-40A *Tomahawks* that Claire L. Chennault's American Volunteer Group (AVG), also called "Fei Hu" or "Flying Tigers," flew in China were also unusual. The P-40A differed from other U.S. warplanes in its use of a liquid-cooled, in-line engine instead of an air-cooled, radial engine. It suffered from poor cockpit visibility (a definite disadvantage in a dogfight) and poor high-altitude performance (an important factor when pilots had to fly over the world's highest mountain range to get to China). It was also notoriously difficult to fly on instruments, which was a big problem in the frequent low ceilings and bad visibility of the mountainous Chinese interior.

Flying Tiger pilots overcame the P-40s drawbacks largely by superior training. In its favor, the airplane was rugged and could take a lot of punishment. It was faster than most of the Japanese aircraft it faced, and thus could engage targets faster or quickly escape when needed. Damaged aircraft got top-notch attention from dedicated ground crews, who performed miracles of repair and maintenance despite the enormous difficulties in getting supplies to the isolated Chinese airfields. Later, North American B-25 *Mitchell* bombers and Lockheed P-38 *Lightning* reconnaissance aircraft also flew in China. Escorted by P-40s, *Mitchells* bombed Japanese airfields and shipping along the Chinese coast. All things considered, the AVG in China was a very effective fighting force. If Chennault had had more pilots, airplanes and supplies, the AVG might have won the war in China.

Chennault's boss in the China-Burma-India Theatre, General Joseph W. "Vinegar

Joe" Stillwell, did not share his strategy. He believed the war in China could be won only by ground operations of highly trained Chinese troops, with aircraft serving in a support role only. Air power, he felt, was not enough to win because the superior Japanese ground forces would simply wipe out U.S. airfields in China if they became too much of a nuisance. His theory was confirmed with the Japanese *Ichi-Go* offensive in central and southern China in December 1944, when the Japanese did indeed occupy the majority of Chennault's bases. Stillwell's failure to halt this offensive, and his abrasive personality, led President Franklin D. Roosevelt to relieve him of command. The Japanese success also exposed the weakness and corruption of the Chinese Nationalist forces. It eroded Allied faith in Chiang Kai-shek so much that the U.S. lost interest in postwar China and thus essentially left the field open for Mao Zedong ("Tse-tung") and his Chinese Communists to take over the entire mainland in 1949.



▲ This striking shark-mouthed Curtiss P-40 Tomahawk is seen in service with the American Volunteer Group (AVG), also known as the "Flying Tigers," in China in 1942.

After the Nationalists fled to Taiwan, the Chinese Communist government isolated itself from the world while it consolidated its hold over the vast nation that it had fought so hard to obtain. The newly unified Peoples Republic of China distrusted outsiders with a pathological intensity. It fought a brief but vicious war with India

to secure its southwestern border, fell out with the Soviet Union over the philosophical meaning of Socialism, and sent its armed forces to Korea to try to arrest the spread of Western influence in the area. The government imposed harsh agricultural reforms and crash industrialization programs to modernize the backward, primarily rural nation. Those programs created famines and severe hardships, but the Communists were doggedly determined to forge a nation without the divisions that had caused such weaknesses in the face of previous foreign aggression. The postwar period of isolation and consolidation began to end in 1972, with U.S. president Richard M. Nixon's visit to China marking the beginning of a still-ongoing era of transformation of the Chinese nation and its people.

Today, the ghosts of the past still threaten Chinese-American relations. Hostility continues to fester between Communist China and the Nationalists on Taiwan. Many mainland Chinese distrust the Nationalists, believing that their weakness and corruption led directly to China's defeat by the Japanese. U.S. support for the Nationalists aggravates the still-healing scars on the Chinese psyche regarding foreign influence in Chinese affairs. Other regional security issues that will require careful handling for a long time to come include the provocative actions of a hostile, unstable North Korea, and the ongoing mutual distrust and hard feelings between China and Japan. The awarding of the 2008 Olympic Games to China may be a sign that the nation is finally ready to emerge onto the world stage as a strong, united and modern superpower. Only time will tell.

There is still much suffering in rural (and urban) China today. One need only consider the history of the shark-nosed P-40 to understand how important the Chinese countryside is to the stability of the entire nation. When you visit War Eagles Air Museum, I encourage you to contemplate the idea that our very own P-40E *Warhawk*, a living testament to the demonstrated ability of the U.S. and China to cooperate many years ago, may also be a hopeful symbol of the future. ☀

## Helldiver Visits

**F**riday, June 9, 2006, was a perfect day for flying. As the sun climbed into the clear blue New Mexico sky, the distinctive clatter of a 14-cylinder, 1,900-horsepower Wright R-2600-20 *Cyclone* radial engine reverberated off the tarmac at the Doña Ana County Airport. A big blue-and-white airplane with an enormous upswept tail made a perfect landing on Runway 28. The pilot turned off at Taxiway A-3 and taxied in a series of “S”-turns to park on the ramp in front of War Eagles Air Museum. The world’s only flying Curtiss SB2C-5 *Helldiver* had arrived.

Based at the Commemorative Air Force’s West Texas Wing in Graham, Texas, the distinctive Navy dive bomber stopped by for fuel on the way to an air show in California. Piloted by Edward A. Vesely and with Ted Short riding in the gunner’s position, the “Big-Tailed Beast” caused quite a sensation at the airport. *El Paso Times* reporter Chris Roberts and photographer Mark Lambie covered the event in detail, resulting in a long article that ran on the front page of the Borderland section of the *Times* on June 10.

The SB2C was designed in 1939 and first flew in December 1940. The first production airplane flew on June 30, 1942. The

*Helldiver* first saw combat in the Pacific Theatre in the bloody campaign for Rabaul in November 1943. By the next year, it had replaced the venerable Douglas SBD *Dauntless* as the U.S. Navy’s top-of-the-line dive bomber. A formidable and highly versatile airplane, it could deliver bombs and depth charges with pinpoint accuracy and strafe targets with cannon, rockets and machine-gun fire. By the end of the War, the Curtiss-Wright factory had turned out 7,200 *Helldivers*, some of which continued in service with the U.S. military until they were phased out in June 1949. During the War, *Helldivers* also served with the U.S. Army Air Force and the U.S. Marine Corps, and a few saw service with the British Royal Navy. The last production *Helldiver* variant, the SB2C-5, served in the armed forces of Greece, Italy, France, Portugal and Thailand. The Italians retired the world’s last active military SB2C-5 in February 1959.

The Navy accepted delivery of what became the CAF’s *Helldiver* in July 1945 and flew it in California as a pool aircraft until it was declared surplus in October 1948. Donated to the CAF in December 1971, it was the only flying *Helldiver* in the world until it was damaged in an accident.

On October 6, 1982, CAF test pilot Vince Carruth experienced an engine failure in the *Helldiver* after takeoff at the CAF’s annual air



▲ CAF Colonel Ted Short demonstrates the rear gunner position of the *Helldiver*. One of the more interesting features of the aircraft is the upper rear fuselage between the gunner’s position and the tail, which is retractable in order to provide a clear field of fire for the twin Browning .30-calibre machine guns. Only the gunner’s training prevented him from shooting off the tail—there was no mechanical or electrical interrupter to stop the guns from firing if they were aimed at the tail.

show in Harlingen, Texas. He tried to bring the big bird around for an emergency landing back on the runway, but he stalled at very low altitude on the downwind leg and the *Helldiver* crashed, suffering extensive damage. Fortunately, Carruth and his rear-seater were not seriously injured. Many said the “Big-Tailed Beast” would never fly again, but dedicated volunteers of the West Texas Wing refused to accept that prognosis. Nearly six years and more than \$200,000 later, the big dive bomber took to the air again in September 1988. The Museum is very pleased to have hosted a brief visit of this historic aircraft. ♦



▲ Pilot Ed Vesely performs his last cockpit checks before shutting down the world’s only flying Curtiss SB2C-5 *Helldiver* on the War Eagles Air Museum ramp.



▲ This Internet-sourced picture of the “Big-Tailed Beast” in flight illustrates clearly how the SB2C *Helldiver* got its nickname—check out the tail size! Photo from [www.richard-seaman.com](http://www.richard-seaman.com), used without permission.

## Membership Application

### War Eagles Air Museum

The War Eagles Air Museum collects, restores and displays historic aircraft, mainly from the World War II and Korean War time periods, to encourage awareness and appreciation of military aviation history through exhibits, educational programs and special events. The Museum is a nonprofit organization as defined by the United States Internal Revenue Code. Operated by staff and volunteers, the Museum is supported by funds obtained from admissions, memberships and contributions. All dues and contributions are tax deductible to the extent permitted by law.

War Eagles Air Museum memberships are available in six categories. All memberships include the following privileges:

- Free admission to the Museum and all exhibits.
- Free admission to all special events.
- 10% general admission discounts for all guests of a current Member.
- 10% discount on all Member purchases in the Gift Shop.

In addition, a Family Membership includes free admission for spouses and all children under 18 living at home.

To become a Member of the War Eagles Air Museum, please fill in the information requested below and note the category of membership you desire. Mail this form, along with a check payable to "War Eagles Air Museum" for the annual fee shown, to:

War Eagles Air Museum  
8012 Airport Road  
Santa Teresa, NM 88008

NAME (Please print) \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE (Optional) \_\_\_\_\_

E-MAIL ADDRESS (Optional) \_\_\_\_\_

Will be kept private and used only for War Eagles Air Museum mailings.

#### Membership Categories

<input type="checkbox"/> Individual	\$15
<input type="checkbox"/> Family	\$25
<input type="checkbox"/> Participating	\$50
<input type="checkbox"/> Supporting	\$100
<input type="checkbox"/> Benefactor	\$1,000
<input type="checkbox"/> Life	\$5,000



**W**ar Eagles Air Museum sincerely thanks the following individuals and organizations for their donations to the 2005 Corporate Youth Sponsors Program. This program educates local student groups about the contributions of military aviation to America's history. For many students, visits to the Museum funded by these generous donors kindle an interest in aviation and related technical career fields. ☀

War Eagles Air Museum Corporate Youth Sponsors				
Bronze (\$50-\$249)	Silver (\$250-\$499)	Gold (\$500-\$999)	Platinum (\$1,000-\$2,499)	Diamond (\$2,500 or more)
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## War Eagles Air Museum

Doña Ana County Airport  
at Santa Teresa (5T6)  
8012 Airport Road  
Santa Teresa, New Mexico 88008



## D-Day Ceremony is a Huge Success

On June 6, 1944, a day that history will forever call "D-Day," 175,000 Allied soldiers crossed the English Channel and fought their way ashore under fierce German gunfire on a 50-mile stretch of beaches along the Normandy coast of France. Involving a fleet of 5,333 ships and landing craft, 50,000 vehicles and 11,000 aircraft, it was the largest amphibious invasion in history. By nightfall, the beachhead was secure, at a cost of 4,900 casualties. The beginning of the end of World War II, and the defeat of Nazi Germany, was underway.

On Tuesday, June 6, 2006, the 62<sup>nd</sup> Anniversary of D-Day, War Eagles Air Museum held a commemorative ceremony to honor local veterans who took part in the assault. Hosted by KVIA-TV anchorman Gary Warner, the ceremony recognized 13 distinguished El Paso and Las Cruces

area veterans for their bravery and contribution to the Allied victory in World War II. Each honoree received a personalized engraved magnesium plaque, a coffee-table book about D-Day and a commemorative lapel pin. The honorees were:

Maynard Beamesderfer  
Robert Chisolm  
William S. Cooke, Jr.  
Alejandro Guillen, Sr.  
Jose Hernandez  
Irvin Holtan  
Bobby L. Morris  
Abelardo R. Navarrette  
John B. O'Leary  
Frederick H. Parks  
Angel Romero  
Louis Scott, Jr.  
John F. Wilson.

The ceremony was a true team effort involving too many people to list. It began with a team of *Skydive El Paso* jumpers parachuting onto the Museum ramp from a Douglas DC-3 transport, and ended with a warbird fly-by. Several veterans



▲ Hundreds of people attending the D-Day Ceremony on June 6, 2006, listen as War Eagles Air Museum's own Carl Wright delivers the invocation.

offered reminiscences of their D-Day experiences, and many had interesting conversations with soldiers from Fort Bliss who had served in Iraq. We estimate that the ceremony drew more people than any other event that the Museum has held. Thanks to all who made it a success. ♣

For more information, visit:  
**[www.war-eagles-air-museum.com](http://www.war-eagles-air-museum.com)**