

A vintage black and white photograph of a carrier deck. In the center, a biplane is flying low over the ocean, leaving a white wake. The deck is visible in the foreground, with several people standing along the edges. The sky is blue with some clouds. The text "LEGENDS OF WWII" is overlaid in large, white, bold letters across the middle of the image.

# LEGENDS OF WWII

Welcome to our 21-card salute to Legends of WWII, as we commemorate the 75<sup>th</sup> anniversary of the end of the war. To highlight the spirit and determination of our WWII veterans, 14 vintage World War II aircraft made the journey to Hawaii aboard the USS Essex. Their mission was to fly over the USS Missouri as they did on September 2, 1945 to celebrate the signing of the Instrument of Surrender. We also selected six other warbirds for this collection. Each aircraft symbolizes the courage, fortitude, can-do spirit and grit of our WWII veterans who preserved freedom for all mankind. We also wish to thank the Bob Hope Legacy, our Presenting Sponsor, which has supported the Commemoration effort every step of the way, just as Bob Hope inspired our troops for half a century.



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The Curtiss P-40 Warhawk was the most numerous fighter aircraft in the US military inventory at the beginning of WWII. It served with all allied air forces and in all theaters of the war. It is probably most well-known for being the fighter aircraft of the American Volunteer Group (AVG) also known as the Flying Tigers.

On December 7, 1941 several P-40s were able to get airborne and fight back. Two of these were piloted by Lt. George Welch and Lt. Kenneth Taylor. These two young pilots are credited with shooting down 6 of the 29 attacking aircraft that were shot down.



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LEGENDS OF WWII

PBY CATALINA



The Consolidated PBY Catalina was a long-range patrol and reconnaissance, anti-submarine, search and rescue aircraft.

Thirty-three PBYs were destroyed during the attack on Pearl Harbor on December 7, 1941, leaving only six serviceable aircraft.

The owner of this Catalina, Coy Pfaff, a veteran of the U.S. Marine Corps, discovered this Catalina while on an around-the-world driving trip.

The PBY was for sale in France and he became its proud owner in 2019. It is currently based in Eugene, OR.



LEGENDS OF WWII

PBY CATALINA



The Consolidated/Boeing Canada PBY Catalina was primarily used for long range patrol and reconnaissance missions, anti-submarine warfare, and search and rescue. A total of 33 PBY's were destroyed during the attack on Pearl Harbor, leaving only six serviceable Catalinas by the end of the attack on December 7, 1941.

This PBY, piloted by John O'Connor and Jayson Owen, began life with the Royal Canadian Air Force, which called it the "Canso." After its military service, this Catalina was transferred to civilian hands and had a career flying for a Canadian airline. In the 1980s it was restored and later transferred hands to its current owners in Texas.



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LEGENDS OF WWII

B-29 SUPERFORTRESS



The Boeing B-29 Superfortress, a long-range heavy bomber of the US Army Air Forces, was primarily used in the Pacific Theater during WWII. Approximately 4,000 B-29s were built by Boeing, Bell and Martin. As many as 1,000 of those aircraft flew in giant formations on bombing missions over enemy territory.

The B-29 was of WWII's most technologically advanced airplanes. Distinguishing features of the Superfortress included guns that could be fired by remote control. Two crew areas, fore and aft, were pressurized and connected by a long tube over the bomb bays, allowing crew members to crawl between them.



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LEGENDS OF WWII

B-25 MITCHELL



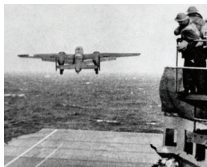
The North American B-25 Mitchell, a medium bomber used by allied air forces, gained fame from the 1942 Doolittle Raid on Tokyo.

David Prescott, a Navy veteran and founder of The Prescott Foundation & Warbird Factory, is passionate about preserving aviation history. In 2019, Prescott purchased Old Glory and houses her with his other warbirds in Albany, NY.

Built in 1944, she served with the 12<sup>th</sup> Air Force in Italy. Upon returning to the U.S., she held various roles until 1957. After multiple name changes including Dream Lover to Spirit of Tulsa, her first flight as Old Glory was in September 1995. Visit [Hangar743.com](http://Hangar743.com).



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LEGENDS OF WWII

STEARMAN 75



*Edward G. Bremer*

"Felix" is a 1942 Boeing-Stearman 75 (N2S-4) biplane built as one of nearly 10,000 of its kind during WWII to act as Primary Trainer aircraft for the Navy and the Army.

These aircraft and other Primary Trainers were the first aircraft most flying cadets ever flew, Reaching the significant "first solo" milestone meant they could continue on to further training as pilots for the war effort.

Felix is painted to represent a pre-war Navy fighter much like one many of those flying cadets would have seen in their youth before answering the call of war duty. It is piloted by Dustin Mosher and Diane Barney.





This particular 1942 SNJ-5 was based at VN3 Pensacola, FL and was used from 1943-1946 to train naval aviators for WWII. After WWII became one of the first airplanes in the Commemorative Air Force flying museum, under Lloyd Nolan. It has also been a member of Van Nuys' Condor Squadron flown by Col. Rudy Perez, a WWII, Korea, and Vietnam fighter pilot. We are proud to carry this legacy into the future.

Jason Karlin has been flying since the age of 14 and has flown over 80 different types of airplanes and helicopters. He currently operates a private jet charter company in California.







A new type of trainer emerged following WWII, as our air technology exploded. A piston engine aircraft used by the U.S. Air Force and the U.S. Navy beginning in the 1950s, a North American T-28 Trojan was used as a trainer and has continued in civilian use as an aerobatics and warbird performer.

This T-28 Trojan is owned and piloted by Dan Hill. He is a retired Delta Air Lines Captain with over 30,000 hours of flying experience. He has flown many vintage warbirds, including a B-25 in the movie Catch 22. He became the proud owner of this T-28 in 2013.





The North American P-51 Mustang, a long-range, high altitude bomber escort, was well-known for escorting bombers over Europe. It was the favored fighter of the 332<sup>nd</sup> Fighter Group, the famed Tuskegee Airmen.

As a young boy growing up in Southern California, Kendall Wagner developed an interest in aviation, building many model aircraft—some flew, and others crashed regularly. He began flying gliders while in medical school at USC. Kendall purchased “Lady Alice” in 2007. He has flown the aircraft to civilian and military airshows around the southwest U.S. Based in Honolulu in the 1970s, this the first time “Lady Alice” has visited Hawaii since then.



LEGENDS OF WWII

F8F BEARCAT



The Grumman F8F Bearcat was an advanced WWII fighter that is considered to be one of the foremost piston-engine fighter designs of the era. It melded the body of the F4F Wildcat with the larger engine of the F6F Hellcat, giving it speed and agility.

The Bearcat pictured on the front of this card, piloted by John O'Connor, was produced in 1944 as a Navy attack fighter-bomber. After a landing accident in the 1950s it was put in storage and later sold to a private contractor. It was restored to resemble the original "Blue Angels" paint scheme, regained its flight status, and joined the airshow circuit in 2011.





The Grumman Aircraft F4F/General Motors FM-2 Wildcat was a carrier and land based fighter flown by the U.S. Navy and Marines in battles such as Guadalcanal, Battle of the Coral Sea, Battle of Midway, and the Solomon Islands. Wildcats served with the US Navy from Pearl Harbor to the surrender in Tokyo Bay.

This Wildcat is piloted by Michael Polley. He began his flying career at age 17 in an attempt to get past his fear of heights. Through this journey he has proven that his passion for flying is greater than his fears, amassing over 4,000 flying hours in multiple aircraft types since those early days.



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The Lockheed P-38 Lightning and its distinctive design with twin tail booms and center mounted cockpit is one of the most recognizable aircraft from WWII. It was a fast and agile fighter with an extremely long range of over 1,100 miles that served in every theater of the war. It also packed a heavy punch with four .50-caliber machine guns and one 20mm cannon mounted in the nose.

Three of the top five aces of the Pacific flew P-38's with the legendary 475<sup>th</sup> Fighter Group— Richard "Dick" Bong, Thomas McGuire, Jr. and Charles "Mac" MacDonald. The 475<sup>th</sup> completed 21,701 sorties and shot down 551 enemy aircraft. while only 56 of their P-38s were lost in aerial combat.



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LEGENDS OF WWII

SBD DAUNTLESS



The Douglas SBD Dauntless was a US Navy and Marine dive bomber during WWII. The Dauntless; first taste of combat in WWII took place at Pearl Harbor on December 7, 1941 as the squadron from the USS Enterprise was returning home. The Dauntless went on to participate in every major naval battle of the Pacific. Its starring role was at the battle of Midway when Dauntless dive bombers had a hand in sinking all four present Imperial Fleet aircraft carriers.

Lt. Richard Best excelled in the technique of dive bombing in the Dauntless. At the Battle of Midway Lt. Best is credited with helping sink two of those enemy carriers.



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LEGENDS OF WWII

B-17 FLYING FORTRESS



The Boeing B-17 Flying Fortress is one of the most recognizable heavy bombers of WWII. The relentless Fort bombing mission played a major role in bringing the war in Europe to an end. By 1944 the skies over Germany were often filled with Flying Fortresses on their way to Berlin and other cities.

The B-17 also served in the Pacific Theater. One B-17E known as "Swamp Ghost," flew only one combat mission, in 1942. While returning to base, it force-landed in the swamps of Papua New Guinea. It was lost for six decades before being found and recovered. The Swamp Ghost is now on display at Pearl Harbor Aviation Museum.



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The Chance-Vaught F4U Corsair, which featured a distinctive gull wing design, was the premier U.S. Marine Corps fighter aircraft during WWII. Flying from bases on tiny Pacific Islands, the Corsair was more than a match for enemy aircraft and was considered to be one of the toughest, fastest and most beloved American aircraft of the war.

One of the best-known Corsair aces is the fabled Marine Corps Maj. Gregory 'Pappy' Boyington, commander of VMF 214 (known as the Black Sheep Squadron). He became a top ace who was shot down, presumed dead, and later discovered alive in a POW camp. He was presented with the Medal of Honor by President Harry S. Truman.



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LEGENDS OF WWII

TBM AVENGER



The Grumman TBM-3 Avenger was the primary U.S. Navy torpedo bomber in WWII and saw its first combat in the Battle of Midway in June 1942. The Avenger was present at most major battles of the Pacific Theater from Midway until the war's end, participating in the "Surrender Ceremony."

The TBM, Bureau number 53119, served in torpedo squadrons VT-93, VT-97, VT-3, and VT-4. It was retired from the Navy in 1948 and went on to serve with Canadian home defense military forces. It was recently acquired by Bruce Graham and is housed in his home state of California.



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This is a North American AT-6C, built in 1942, Dallas, TX., later converted to a T-6G. The AT-6 was the main advanced U.S. training aircraft. Training included instrument flight, formation flight, aerobatics, fighter tactics, gunnery and retractable landing gear practice.

John J. Johnson from Wasilla, AK, born Feb. 8, 1952, served in the U.S. Army, 5th Special Forces (ABN) 1970-1973 as a Combat Civil Engineer (underwater demolition). Hired by Flying Tigers as DC-8-73 First Officer, 1987. Retired from FedEx as Captain on Boeing 757/767, Hong Kong based. Active flying warbirds since 1995. Typed in B-17, B-25, P-51, P-40, T-28.



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LEGENDS OF WWII

AT-6 TEXAN



Kim "Capt. Kimo" Middleton, after 40 years of Commercial Airline flying, retired from Delta Air Lines as Boeing 747 Captain.

The aircraft is a North American AT6-C Texan built in Dallas, Texas in 1943 for the U.S. Army Air Corps.

After training cadets in the States, it spent time in a squadron of the Mexican Air Force that executed attacks on German U-Boats in the Gulf of Mexico.

The Texan is currently owned by "Capt. Kimo" and his wife Elizabeth, based in Chino, California.



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The North American SNJ/AT-6 Texan was the most widely used advanced training aircraft in the Allied inventory. Texans were used by most allied nations to train their combat pilots, who commonly referred to it as the "Pilot Maker" due to this role.

The SNJ-5, Bureau number 84936, served at NAS Pensacola, Los Alamitos, Jacksonville, Litchfield Park, Seattle, and New Orleans before being stricken in the 1950s.

It was acquired by Bruce Graham in 2003 and resides in his home state of California.



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LEGENDS OF WWII

GLOBE SWIFT GC-1



By late 1944, the U.S. was winning the war. The aircraft industry started looking to the future. Globe Aircraft evaluated prospects, securing certification for the first GC-1A wooden-wing.

The market would reward any company producing an all-metal, low-wing, retractable gear aircraft. The military aircraft industry was winding down and Globe hired aerodynamicists, engineers and designers. It entered the civilian market with a two-place GC-1. The GC-1 closely followed the lines of the original P-40. Test pilot Ted Yarborough made the first flight of the GC-1 on September 7, 1945.

This Globe Swift GC-1 is owned/piloted by Bruce Mayes in Hawaii.



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