The 2013 Planes of Fame Airshow was a huge success! Five P-38 Lightnings flying together for only the second time in over half a century was a highlight!

**2013 PLANES OF FAME AIRSHOW: LIGHTNING STRIKES CHINO**

By: Frank B. Mormillo

Over 35,000 people attended The Planes of Fame ‘Lightning Strikes Chino’ Airshow on May 3-5 2013! Five Lockheed P-38 Lightnings flew at the Chino Airport, California. The Lightnings performing at Chino were the Lewis Vintage Collection’s P-38F “Glacier Girl,” the Planes of Fame Air Museum’s P-38J “23 Skidoo,” the Comanche Fighters P-38L “Thoughts of Midnite,” the Allied Fighters P-38L “Honey Bunny” (minus its nose art, a sticker that was removed and is expected to eventually be painted back on the airplane) and Jack Erickson’s P-38L “Tangerine.” Two of the Lightnings, “23 Skidoo” and “Thoughts of Midnite,” performed a heritage flight routine in the middle of the show, and then all five flew together later in the program.

This year at Chino, the public was invited to see a practice show on Friday afternoon to wet their appetites for five hours of flying activity each day on Saturday and Sunday.

But, although the Lightnings were billed as the stars of the show, the missing man formation that began the flying program on Saturday and Sunday was a real attention getter. That formation consisted of the Planes of Fame Air Museum’s Boeing P-26A “Peashooter,” The Fighter Collection’s Curtiss P-40C Tomahawk, the Planes of Fame North American P-51D Mustang and the Planes of Fame North American F-86F Sabre.

In spite of the wide performance gap among the four aircraft, John Maloney, Steve Hinton, John Hinton and Chris Fahey did a remarkable job of keeping the airplanes together for the missing man break and some flybys. Although there were no current military aircraft at this year’s Planes of Fame Airshow, there was still more than enough to satisfy the crowd. Margaret Stivers performed a wingwalking routine on the Silver Wings Stearman biplane flown by Lee Oman, Rob Harrison performed his “Tumbling Bear” aerobic act in his Zlin 50 for the final time before retiring from airshow work and Sean D. Tucker performed some amazing aerobic routines in his Challenger III biplane.

Warbirds flew at the show in a World War II Pacific air combat scenario, a Korean air battle display that included both piston-engine and jet-powered combat aircraft, and a World War II European fighter combat scenario. Three B-25J Mitchell bombers and a pair of C-47 Skytrains also flew together. Other displays included the Sanders Aircraft Hawker Sea Fury aerobic routine, a P-38 Lightning aerobic routine by Steve Hinton at the controls of “Thoughts of Midnite,” a wonderful flying display by Ron Hackworth in the Planes of Fame Northrop N9MB flying wing, an aerobic display by Clay Lacy in a Learjet Model 24 and the concluding aerobatic display by John Collver in his North American SNJ-5 Texan “War Dog.”
President’s Message

Over Paso Robles’ October 5th & 6th. And there are six ‘Living History’ events at the Planes of Fame, Chino CA still to come.

There is plenty happening all around the Museum. You will notice a new look in our lobby as well as the beginnings of a display about Cal Aero Academy Ontario (aka Chino Airport) in the Maloney Hangar. Volunteers have been busy on the B-17, Navion and O-47 restoration projects as well as the P-59 which we hope to have flying within 12 months thanks to the generous matching grant of $25,000 which was completed successfully in May.

Do you have some spare time? Look for news about ‘Archivapalooza’, the effort to create our new reading room coming this November. The Museum always has lots of projects in the works!

Thank you for your time, treasure and talent that keeps our mission alive at Planes of Fame Air Museum: to preserve aviation history; inspire interest in aviation; educate the public and honor aviation pioneers and veterans.

Keep ‘em flying!

Steve Hinton
President

Planes of Fame Air Museum President Steve Hinton with the F-86F Sabre.

The Planes of Fame Airshow 2013 was a tremendous success thanks to the support of our sponsors, volunteers, and air show performers. If you missed the Show, pick up a copy of the June issue of Warbirds International which has given our event 13 pages of great coverage!

Highlights of the Airshow included the four ship formation of the Museum’s P-26, P-51 and F-86 with Stephen Grey’s P-40C to commence the event with a missing man formation only possible at Planes of Fame. And the formation fly by of five P-38 aircraft was a show stopper as well.

Mark your calendar for next year’s Airshow May 3rd & 4th as Planes of Fame salutes the ‘Mighty Eighth’. The sequester has hit airshows pretty hard this year but the Museum’s planes will still be seen at a few shows including ‘Warbirds

Planes of Fame’s N9MB was expertly demonstrated by Ron Hackworth who directed the restoration project.

Tony Banta’s P-51D Making a strafing pass with the Frasca International Fw 190 preparing for take off.

Jim Slattery’s PBY Catalina in action during the 2013 Planes of Fame Airshow.

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Support Aviation History!

Photos By: Frank Mormillo
FLIGHT AT KITTY HAWK

By: Ed Maloney

On the morning of December 17, 1903, a small group of curious onlookers gathered near Kitty Hawk, North Carolina, to watch history in the making. Two intrepid brothers – Wilbur and Orville Wright – were about to attempt to fly a 745-pound wheel-less biplane they’d built in their Dayton, Ohio, bicycle shop. On this bleak and chilly Thursday, the aircraft, which was optimistically called the “Flyer”, was perched on a dolly that rested on a wooden monorail anchored in the sand dunes. In the middle of the 40-foot-long lower wing lay Orville Wright, face down in a hip cradle. Suddenly the 12-horsepower motor roared and the aircraft moved slowly forward into a 27-mph wind. Running alongside, Wilbur Wright held the tip of the right wing to keep the plane steady. Approaching the end of the runway, the “Flyer” lifted into the air and climbed to about 10 feet above the sand. For 12 memorable seconds it actually flew, covering a distance of 120 feet before nosing down and skidding to a rude landing. The onlookers were amazed, for they had witnessed an event that Orville later described as the “first in the history of the world in which a machine carrying a man had raised itself by its own power into the air in full flight, had sailed forward on a level course without reduction of speed, and had finally landed at a point as high as that from which it started.”

Three more flights were made by the Wright brothers that morning before the “Flyer” was damaged by a sudden gust of wind. The final flight covered a distance of 852 feet and lasted 59 seconds. The Wright brothers’ amazing first flight, with the intrepid Orville Wright at the controls proved that man could fly!
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