



Mitchell Gallery of Flight

FLIGHTLINES

An educational and cultural resource of Milwaukee County

Vol. 29 No. 1

Quarterly Membership Meeting
7:00 PM, Wednesday March 12, 2014 - in the Sijan Room

Spring 2014

PRESIDENT'S REPORT

Welcome to the first *Flightlines* of 2014. I hope everyone had a pleasant Holiday season.

Many of you may already know that Gallery board member Leo J. Kohn passed away on January 17, 2014. Leo had been a director of the Mitchell Gallery of Flight for many years and was a widely known and respected aviation historian, photographer, and writer/publisher (*Armchair Aviator*). We will miss him. Please see the special tribute to Leo elsewhere in this newsletter.

Exhibits and Artifacts

There's been some movement in the areas of exhibits and artifact donations. Milwaukee's Astronautics Corporation of America has been working with us on the re-design and updating of its display case. From the planning that we have seen to date, the resulting new display should be first class. HMS Host (Bob Kiepert) has transferred to the Mitchell Gallery the section of DC-3 wing once used as a fixture in the airport's Mitchell Café. Because of its large size, we are keeping it in storage until we determine how to use it. We have also met with retired Marine Corps Major General Tom Benes, a Marine Aviation leader and Milwaukee native. General Benes has offered to loan us some of his memorabilia for display. He has also offered to speak at a future Gallery membership meeting, which should be a very interesting program.

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MARCH 12 GALLERY MEMBERSHIP MEETING

FROM HORNETS TO SUPER CHIPMUNKS

Airshow Pilot Jim "Fang" Maroney

The speaker for our March 12 membership meeting will be Jim "Fang" Maroney. During the week, Jim is Chief Pilot for Delta Airlines. On summer weekends, Jim is an airshow pilot, flying his de Havilland Super Chipmunk for crowds across the USA.

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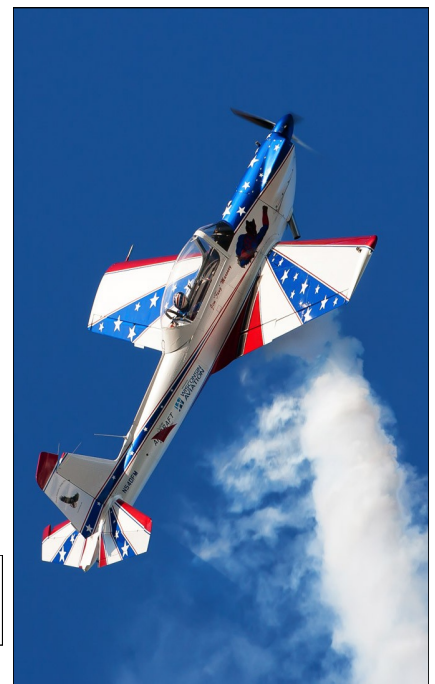
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Jim's flying career started at age 4 when he took his first flight with his father in a J3 Cub. Fast forward a few years and he graduated number one out of 1,500 pilots from Naval Flight Training at Naval Air Station Pensacola. In 1983, Jim was rated number one in his class at the U. S. Navy Fighter Weapons School, "Top Gun," at Naval Air Station Miramar. Jim flew F-18 Hornets for the Marine Corps until 1985,

At Left: The de Havilland Super Chipmunk in action

("Membership Meeting"

Continued on page 12)



The Friends of the Mitchell Gallery of Flight lose a special friend

LEO J. KOHN - 1927 - 2014

Leo J. Kohn of Brookfield, WI, a Director of the Mitchell Gallery of Flight, died of cancer on Friday, January 17, 2014. He was 86 years old. A devoted member of the MGF, Leo served with distinction on the Board of Directors since July 6, 2005. His untimely passing is a great loss to his family, friends, our organization and the aviation community.

Leo was a licensed pilot, and served in the Wisconsin Air National Guard. He was a founding member of the Experimental Aircraft Association (EAA), and was their first full-time employee. Beginning in 1954, he served as EAA's official photographer. Leo became an assistant editor, and later senior editor of the EAA magazine "Experimenter," now titled Sport Aviation. Leo left the EAA in 1972, and published his own magazine, "Armchair Aviator." He was also employed by several companies including a brewery. Leo finally retired from Delco Electronics.

Leo was perhaps best known as a superb photographer and accomplished aviation historian. His archive of carefully documented aircraft photos numbered in the thousands. He covered every area, general aviation, military and commercial airliners. Countless books and magazines include his photographs. Leo also offered original prints of his pictures for sale under the brand name "Collect Air Photos." He generously shared his photographs, information and expertise with others.

Leo's wife of over fifty years, Mary, passed away nearly three years ago. He is survived by his son, William; a daughter, Mary Ellen Kohn-Buday; brothers Norbert and Victor, and grandsons Robert and Jamieson Kohn.

Leo's extraordinary accomplishments serve as a benchmark for all of us who shared his passion for aviation. He was loved for his warm and caring personality. He will always be fondly remembered and greatly missed. We extend our heartfelt sympathy to the Kohn family.



GMIA News

- 60 free-to-use charging stations, each with six power outlets as well as 2 USB charging ports, have been installed in seating areas throughout the airport for traveler's easy use charging of cell phones, laptops, tablets and other personal electronics. The stations stand 62" tall and are lit to make them easy to find.
- Mitchell Airport installed "M-K-E" monument letters along the eastbound Airport Spur seen by travelers as they approach the parking garage and terminal on the Airport Spur.
- The free to use ping pong table in our main terminal made USA Today Travel's list of "12 Ways To Stay Active While Traveling." Mitchell International Airport was also the only airport highlighted or named in the entire article. Find it online at <http://www.usatoday.com/story/travel/2014/01/28/vacation-work-out-fitness-exercise/4943621/>
- The piano players the airport hires at Christmas season are still playing three- or four-hour shifts a few times a week, entertaining travelers in the main terminal until April. The pianists play their own playlists of classical, pop, jazz, rock, movie scores, etc.
- The free parking grace period in the Hourly and Surface parking lots will be extended to one hour during the remainder of the Baggage Claim renovation to ease construction traffic congestion.
- The remodeled Miller Brewhouse which had been closed since late last year, is now open in Mitchell Airport's Concession Mall, with an exciting new look featuring a much larger bar area.

FLIGHTLINES is published four times a year by the Friends of the Mitchell Gallery of Flight, Inc. The editor is interested in considering typewritten or e-mailed articles, photographs, and documents pertaining to aviation in Southeastern Wisconsin. Correspondence regarding **FLIGHTLINES** or the Gallery should be directed to: Mitchell Gallery of Flight, Inc., c/o Milwaukee Co. Airport Div., 5300 S. Howell Ave., Milwaukee, WI 53207. Phone: 414.747.4503, Fax: 414.747.4525, Email: FlyMitchell@MitchellGallery.org, Web Site: www.mitchellgallery.org. Annual Memberships in the Friends are available as follows: Individual-\$10.00, Family-\$15.00, Contributing-\$25.00, Corporate-\$250.00. Visit us on Facebook at <http://www.facebook.com/MitchellGalleryOfFlight>.

UNSUNG AND RECONDITE: THE ARMY AIR FORCES' FIRE DEPARTMENT AT BILLY MITCHELL FIELD – PART TWO

By Thomas J. Bores

This is the second of a three part article by Tom Bores about fire department operations at Billy Mitchell Field during World War 2. Part one covered the background of fire department operations and air field facilities in support of the Army Air Forces.

AAF FIRE DEPARTMENT VEHICLES / APPARATUS

Locating Army Air Forces documentation regarding the type and number of fire-fighting vehicles once assigned to Billy Mitchell Field has proven to be quite a chore, and every bit as elusive as most other information about the wartime details of the field. However, in March 2012, I was fortunate to receive a letter from Mr. James G. Davis--retired park ranger, former Army WWII firefighter, author, historian, and private archivist of all things related to U. S. Army firefighting history and lore. His letter includes the complement of fire apparatus once assigned to Mitchell Field's AAF fire department:

- 1- Class 110 airfield crash truck
- 2- Class 125 airfield crash trucks
- 1- Class 500 pumper
- 1- Class 525 pumper (probably 4 X 2)

At the time, the Army employed a somewhat complicated system of classification for its fire equipment. Any firefighting vehicle having a "1" as the first number of its three digit classification sequence was an airfield crash/fire truck (100, 110, 125, 135, 150 etc.). With pumpers, however, the first number of a vehicle's classification sequence always referred to its rated pump capacity, in hundreds of gallons per minute (Class 500 and 525 trucks could pump five hundred gallons a minute, just as Class 300 and 325 trucks pumped at three hundred gallons per minute, and so on).

Though the vehicle list in the letter was not an "official" AAF document, its data meshes very well with what is known of the type and quantities of fire apparatus used at other stateside Army airfields during the war and with the known dimensions and probable vehicle capacity of Billy Mitchell Field's fire station and crash shed.

The illustrations used in this article may be considered as representative, until such time as authenticated, period photographs of Mitchell Field's AAF fire equipment emerge. For, with the exception of the Class 110 crash truck--they were all manufactured with the familiar "CCKW" military cab and same body style--there may be quite a variety of cabs, body styles and pump locations--some front mounted, some mounted "mid-ship"--among the apparatus on the previously-mentioned vehicle list. When the Army contracted for a piece of fire equipment, it was for a vehicle to do a specific fire-fighting task and with a specifically rated pump. Generally, the outward appearance of the vehicle isn't specified, with the possible exception of its paint color.



Class 110 airfield crash truck, most of which were manufactured in 1941 and 1942. By virtue of the reflection from the truck's body, this particular vehicle was painted gloss red.

All Class 125 crash trucks had the civilian-type, commercial cabs of the various manufacturers who produced them. The same holds true for the Class 500 pumpers, some of which sported "open" cabs.

The Class 525 was a different story, in that it was made with both civilian and military cab configurations. It is believed that the commercial cab 525s were 4 X 2 and remained stateside, while

("Unsung" Continued on page 4)

("Unsung" Continued from page 3)

military cab 525s were 4 X 4 and were shipped-out for overseas duty. But, as with many things in the military, there probably were exceptions to that rule of thumb. With that being said, however, it's most likely Mitchell Field had the civilian cab, 4 X 2, model. Without wartime photographs or AAF documentation stating otherwise, it is not impossible for Mitchell Field to have had the 4 x 4, CCKW version of the Class 525.

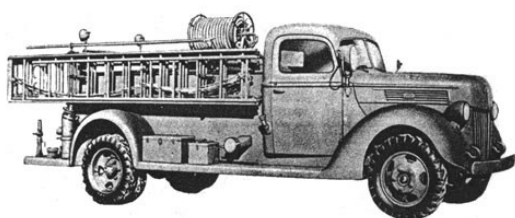
Another general rule of thumb was that fire equipment destined for overseas locations would be painted in olive drab (OD) green like most other military vehicles and that fire equipment for use at stateside installations would retain a traditional red color. Yet, many photographs--and some motion picture film footage--show that there were considerable exceptions, with many military installations in the U.S. having OD fire apparatus--and in some cases having both red and OD equipment--while at least some red equipment saw overseas use. If the 1944 photographs of Truax Field's fire department can be viewed as an approximation of how Billy Mitchell Field's AAF fire equipment appeared, then both departments operated with equipment of two colors.

The principal firefighting agents that would have been employed by Billy Mitchell Field's crash trucks in the event of an aircraft fire--or any fire involving large amounts of petroleum product--would have been high-pressure water fog; foam (actually a mixture of foam concentrate and water) or in the case of the Class 110 truck: water fog, foam and carbon dioxide.

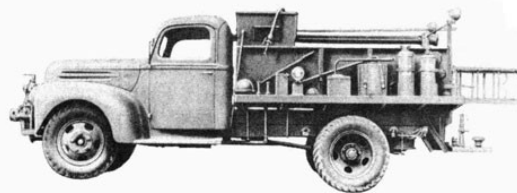
As they were assigned to an airfield, both of the structural pumpers would likely have carried sealed, four or five gallon metal buckets of foam concentrate. These would have been used to supply their own foam, hand lines--with

the use of an eductor or foam metering valve--or they may have been used at a crash scene to replenish the foam tanks of the crash trucks. The pumpers could also feed water to the crash trucks from their own booster tanks, or lay-out hoses to the nearest hydrant, to serve as supply lines.

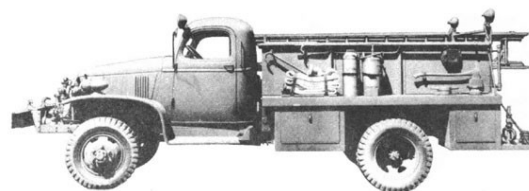
The warning devices carried by Army fire apparatus of the day were quite basic: a single red light/siren combination. The red light had a steady-burning beam and did not blink, flash or oscillate. The light and siren combination was usually--but not always--mounted on a truck's left fender.



The Class 500 pumper shown in one of its many commercial cab versions.



Class 525 pumper, with commercial cab, 4 x 2 (two wheeled drive). The type was most likely assigned to Billy Mitchell Field.



The 4 x 4 (four wheeled drive) CCKW "overseas" model of the same truck shown at the top. One of these may have been assigned to Billy Mitchell Field.

PERSONAL PROTECTIVE EQUIPMENT AND TRAINING

Wear and usage of the fire protective, head-to-toe, asbestos ensembles ("hot suits") worn by certain members of the crash truck crews seems to have--by chance or by design--approximated that of Britain's R.A.F. This may have been influenced by a War Department G-2 report-written in 1937 by an Army Air Corps colonel attached to the U.S. Embassy in London. It detailed the development, numbers-issued, and usage policies of the "hot suits" at all R.A.F. "aerodromes."

While a great improvement over the standard fireman's turnout clothing for aircraft crash firefighting/rescue work, these ensembles were not impervious suits of armor; they had their limitations. Depending on the "grit" of the wearer, the duration of time that could be tolerated while working in an area exposed to direct flame was no more than about three minutes, according to that G-2 report.

A War Department, Air Service Command technical order (T.O. 13-1-7), dated January 5, 1942, cautions personnel wearing the suits not to walk through any pools of burning fuel, as the suit would absorb the liquid, which would continue to burn. Wearers were also cautioned not to don their hot suits unless they were fully-clothed, to help

("Unsung" Continued on page 5)

“Unsung” Continued from page 4)

in lessening the possibility of receiving burns from the suit's metal, slide-fasteners, which tended to conduct heat inward.

Personnel using these suits were to be trained in donning them as quickly as possible, without assistance. It was important, as well, to securely fasten the cuffs of the trousers and sleeves prior to using the suits so as to prevent any shifting at those points.

Fire training was probably done "in house," with the various existing buildings at the field used for ladder and hose evolutions. Somewhere on the field there should have been an area set aside for training on the control and extinguishment of "live" flammable liquid fires. Often, this area would have a sheet-steel mock-up of an aircraft for added realism; this area may have been termed a "pit" though it usually occupied ground which was more or less level.

In mid-April 1944, the War Department issued its Technical Manual 5-316, "Airplane Crash Fire Fighting." At this time I do not know which--if any--earlier aircraft crash/fire training publication it may have replaced. While TM-5-316 was issued two years after Billy Mitchell Field's AAF fire department came into being--and near the end of active flight training operations--it's barely possible some copies made their way here prior to the department's disbanding.

Up to this point I have not been successful in discovering the exact dates of this department's existence. As flight operations commenced circa May 1942, it seems reasonable to assume that the AAF established a fire department at Billy Mitchell Field sometime prior to this date. Since neither the fire station nor the crash shed were completed by that time--according to the architect-engineer map--the fire department had to have operated out of some already existing structure such as the National Guard hangar or maybe even from tents.

Part three of this article will appear in the next issue of *Flightlines*.

CAN YOU HELP?

If any readers would like to share information or photos about World War II fire department operations at Billy Mitchell Field, they can reach the author, Tom Bores, by contacting the Mitchell Gallery of Flight at 414-747-4503 or at FlyMitchell@MitchellGallery.org

We all have seen or heard these before but it brings a smile to review them once again. You must have kept them in mind in your earlier years! Enjoy! They were submitted via one of Bill Streicher's anonymous emails, and are scattered throughout the newsletter.

Aviation Axioms

- No matter what else happens, fly the airplane. Forget all that stuff about thrust and drag, lift and gravity.
- It's better to be down here wishing you were up there, than up there wishing you were down here.

Think Warm!

THE 2014 AIRSHOW SEASON IS COMING

By Carrie Rasberry

We may be in the middle of winter, but airshow schedules are starting to come out. As of this issue of *Flightlines*, a number of Wisconsin-area shows have been announced:

May 31 - June 1

Deke Slayton Airfest
(www.airfest.com)
USN Blue Angels
La Crosse, WI

June 21-22

Milwaukee Air & Water Show
(www.milwaukeeairshow.com)
USN Blue Angels
Milwaukee, WI

June 7-8

Rockford Airfest
(www.rockfordairfest.com)
USAF Thunderbirds
Rockford, Ill

July 28 - August 3

EAA AirVenture
(www.airventure.org)
Wittman Regional Airport
Oshkosh, WI

August 2-3, the USAF

Thunderbirds will be visiting EAA.

For more information about airshows, local fly-ins and pancake breakfasts, bookmark the Wisconsin DOT website and check back throughout the year for the latest (www.dot.wisconsin.gov/travel/air/fly-ins.htm).

AIR FORCE RESERVE RECOVERY SQUADRONS IN WISCONSIN: A LOCAL RESPONSE TO THE COLD WAR NUCLEAR THREAT

By Bill Streicher

While looking at some documents from 1962 about the Milwaukee-based 440th Troop Carrier Wing (TCW), I came across an Air Force Reserve unit called the 8576th Air Force Reserve Recovery Group (AFRRG), also stationed at Gen. Mitchell Field and hosted by the 440th TCW. The documents also stated that the Air Force active duty 30th Air Division at Truax Field, Madison, was to support units of the 8576th AFRRG at various locations throughout the State of Wisconsin. This seemed to be an unusual arrangement between an Air Force Reserve troop carrier unit in Milwaukee and an active duty Air Defense Command unit in Madison. I have since learned that almost 200 Reserve Recovery squadrons existed across the United States for about four years during a very dangerous period of the Cold War in the early 1960s. Their mission was the product of a perceived need in the event of a “national emergency” (that is, nuclear war). Their mission was a chilling reminder of the dangers and the mindset during this time in the Cold War.

In July, 1961, the Air Force began activating the first of 200 planned recovery units located in 47 states and made up of Air Force reservists. In the event of nuclear war, the primary job of the recovery unit was to provide a safe landing site for Air Force bombers and air defense aircraft returning from missions and whose home bases had been destroyed. The recovery units were to provide the landing site, the refueling, the medical aid, the repairs and the safety of returning aircraft and crews.

The duties of the Reserve recovery personnel included setting up communication with incoming aircraft, providing weather information, preparing for decontamination of aircraft, making minor repairs and billeting of air crews. They also arranged for crash and rescue service and for medical care of wounded air crew members. Recovery units worked together with other local agencies, such as Civil Defense and the Civil Air Patrol, in accomplishing common missions.

Headquarters for all Wisconsin-based recovery units was at Gen. Mitchell Field under the 8576th AFRRG, located at the 440th TCW. Reporting to the 8576th were four Air Force Reserve Recovery Squadrons (AFRRS) located throughout the state, as follows:

AFRR Squadron	Location	Strength
9518 th	La Crosse Airport	15 officers / 51 airmen
9519 th	Green Bay Airport	17 officers / 56 airmen
9520 th	Wausau Airport	17 officers / 35 airmen
9521 st	Janesville Airport	18 officers / 66 airmen

Due to their short life, very little has been written about the recovery units. The Air Force never completely accepted the need for them. Even during the 1962 Cuban Missile Crisis when the mission of the recovery units would have been showcased by the dispersal of military aircraft to civilian airports, there is little evidence that the recovery units were engaged to any degree.

The General Accounting Office conducted a study in 1964 which concluded that more than half of the recovery units were of little value because they (a) had inadequate facilities and failed to meet Air Force needs, (b) were unable to move quickly in case of an attack and (c) were redundant to existing military units with a similar mission. Ultimately, all of the remaining recovery units were disbanded by the Air Force. As part of this action, the 8576th AFRRG, Milwaukee, and all of its squadrons were disbanded by April, 1965.



This is a vehicle tag used by Air Force Reservists to identify them as Air Force Recovery unit members.

More Axioms

- If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.
- A check ride ought to be like a skirt, short enough to be interesting but still be long enough to cover everything.

More Axioms

- Speed is life, altitude is life insurance. No one has ever collided with the sky!
- Always remember you fly an airplane with your head, not your hands.
- Never let an airplane take you somewhere your brain didn't get to five minutes earlier.
- "Unskilled" pilots are always found in the wreckage with their hand around the microphone.
- If you push the stick forward, the houses get bigger; if you pull the stick back, they get smaller. (Unless you keep pulling the stick back-then they get bigger again.)
- Hovering is for pilots who love to fly but have no place to go.

("President's Report" Continued from page 1)

We are continuing to assess our future lighting requirements for the museum. Additionally, to gain much needed exhibit space, we are getting closer to a design for new exhibit cases to take advantage of the museum's vertical space. Both projects are costly and could use funding / sponsors. If any members are handy with cabinet making and would like to volunteer their time and tools, please contact me or any of the directors.

Other recent donations include a large Continental Airlines Boeing 777 model given to us by Mrs. Stacia Faith, who is retired from Continental. We also received a nicely framed 1946 Milwaukee VFR Sectional chart from Mr. G. Bradley Williams of Burlington and his son David, an FAA safety inspector in New York. Lastly, Pat Rowe, MKE's Public Relations/Marketing Manager, donated a slide projector and accessories, very useful for viewing the 35mm slides in our archives.

Memberships and Development Efforts

We have launched an advertising campaign that will run in each issue of the Wisconsin Aviation Hall of Fame *Forward in Flight* journal during 2014. This was preceded by an introductory article about the Mitchell Gallery in the fall 2013 journal. The intention is help recruit new, active members and future leaders for the Mitchell Gallery.

You may also have noticed that the newest edition of the Mitchell Gallery's advertising brochure includes a membership application to help promote recruiting. Likewise, we are hoping to further leverage our Facebook presence to reach more prospective members.

Please pass the word about the Mitchell Gallery to others who share your interest in aviation. The cost is minimal and it will help to sustain the Gallery for the future!

Other News

I represented the Mitchell Gallery at the October Wisconsin Historical Society's Local History and Historic Preservation Conference. In 2013, the Mitchell Gallery was granted affiliate status under the Wisconsin Historical Society, which gave us access to new museum-related resources and the ability to network and share with other small affiliated museums. This meeting provided key information and networking benefits.

The January 22 edition of *USA Today* included an article titled "Best Airports for Stranded Travelers" and Milwaukee's airport museum was noted as providing interesting history exhibits for visitors. This led to a recorded interview about the Mitchell Gallery broadcast on local radio station 88.9 FM, *Radio Milwaukee*.

Coming Events

The 2014 Mitchell Gallery calendar was published in the winter 2013 edition of *Flightlines*. It can also be found on the Gallery's web site. Also check our list of 2014 local area aviation events in this newsletter.

Speakers for 2014 membership meetings are being finalized now and the list looks very interesting so please attend the membership meetings.

Looking ahead, mark your calendar to attend the 2014 General Mitchell Open ("GMO") on June 10 (yes – it's earlier this year). If, like me, you are not a golfer, you're still invited to attend the evening dinner and fund raising auction to benefit the Mitchell Gallery. It's great fun for all and helps to fund our scholarship awards program.

Bill Streicher,
Mitchell Gallery President

From The Archives . . .



The photo above was included with a group of others from 1942 showing construction of the World War II military air base facilities at the southwest corner of Billy Mitchell Field. The church and steeple in the background were recently identified in a new book about Milwaukee County's former Town of Lake by Ron Winkler. This is St. John's Lutheran Church, once located at 5605 South Howell Avenue. The church, constructed in 1901, was demolished in 1955 for airport expansion. A small church cemetery remained for awhile along the taxiway to the approach end of runway 7R near the present air cargo complex.

Based on the direction, the church is viewed looking south along Howell Avenue from the air base construction site. The road intersection in the photo is that of East Grange and South Howell. In 1942, East Grange Avenue was the southern border of Billy Mitchell Field.

More Axioms

- The only time you have too much fuel is when you're on fire.
- Flying is the second greatest thrill known to man. Landing is the first!
- Everyone already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great' landing. It's one after which you can use the airplane another time.



Above is a picture of the charging stations installed at GMIA for passengers' convenience.

Below is a picture of the MKE monument letters on the airport spur. (See GMIA News on page 2.)



Mitchell Gallery of Flight Museum Traffic and Airport Passenger Volumes Calendar Years 2013, 2012 and 2011

Calendar Year	Mitchell Gallery of Flight		Gen. Mitchell International Airport	
	Visitor Traffic	% Change Vs. Prior Year	Passenger Traffic	% Change Vs. Prior Year
2013	103,784	-7.53	5,486,923	-26.99
2012	112,239	-17.48	7,515,070	-21.08
2011	136,018	5.45	9,522,456	-3.31

Mitchell Gallery Visitor Traffic is based on an electronic counter at the museum entrance door. This device registers all traffic movement, regardless of the reason for entering the museum.

2013 Change in Museum Visitor Traffic

As expected, visitor traffic passing through the Mitchell Gallery of Flight in 2013 decreased by 7.53% compared to 2012 traffic. Passenger traffic for Gen. Mitchell International Airport likewise decreased by 26.99% over the same period. The levels of traffic volume for the airport and the museum tend to move in similar directions.

Traffic results for 2012 and 2011 are also shown in the accompanying chart for comparison.

The Mitchell Gallery's web site www.mitchellgallery.org had 4,220 visitors in 2013.



GMO XXIX (Formerly "OGMO")
Muskego Lakes Country Club

NEW EARLIER DATE - JUNE 10, 2014

It's hard to believe that the 29th annual General Mitchell Open, GMO XXIX will be held on Tuesday, June 10th, 2014 at the Muskego Lakes Country Club. Once again, a great day of golf, lunch, beverages and water on the course, a gourmet sit down dinner, and an evening of entertainment can be yours. Please note that the 2014 GMO is about one month earlier than in past years-we're trying to beat the heat!! Enclosed with this letter is your GMO XXIX application form, which is reproducible, so feel free to invite 40 or 50 of your closest friends and neighbors to our event. And remember, entry fees are due with your completed form. You can even sign up online at www.Mitchchellgallery.org. And, **WE ACCEPT CREDIT CARDS for online registration and for Auction Item purchases!!!!**

This year, as an incentive to sign up early, the GMO committee will offer an EXTRA Golfers Only Drawing Entry for those golfers who register before May 1, 2014. So, double your chances for winning the Golfers Only prize this year by registering early!!!!

And, once again, in 2014, the GMO Committee is offering \$1,000.00 in Mark W. Winkelmann Memorial scholarship funding to current Mitchell Gallery of Flight member's children or grandchildren who were high school seniors and plan to attend a nationally accredited college, university or technical school full-time after graduation.. To apply, a student must: be the son, daughter, grandson or granddaughter of a current Friends member (who has been in good standing for the last 4 years), submit a copy of his or her high school transcript and submit a completed application form to the attention of the Mitchell Gallery of Flight at 5300 South Howell Avenue, Milwaukee, WI 53207 by May 15, 2014.

The scholarship recipient(s) will be notified of the award by approximately June 1, 2014. The recipient and one guest will be invited to the GMO XXIX dinner on June 10, 2014 at the Muskego Lakes County Club to receive the award.

For further information or an application form for the Mark W. Winkelmann Memorial Scholarship, please visit our website at www.mitchellgallery.org, or call the Gallery office at 414.747.4503.

See you at Muskego Lakes Country Club on June 10th. Our June 10th, GMO XXIX golf tournament is expecting to have absolutely fantastic weather. So, be there or be square!!!

Sincerely,

Anthony D. Snieg, Treasurer

Friends of the Mitchell Gallery of Flight, Inc.



2014 GENERAL MITCHELL OPEN AND AWARDS DINNER

GMO XXIX

Scramble Event Tuesday, June 10, 2014



MUSKEGO LAKES COUNTRY CLUB, 5100 W14020 Hwy 36 (Loomis Road), Muskego, WI 53150 www.muskegolakes.com

Paid Entries Received by May 1, 2014 will Receive an

Extra Golfer Only Prize Entry!!!

Entries limited to first 144 paid golfers!

\$110 GOLFER FEE INCLUDES:

- 10:30 A.M. shotgun start 4 PERSON SCRAMBLE
- Three Hole-In-One prizes (\$5,000 each)
- PRIZES for Golf competition
- Sit Down Dinner at 4:00 p.m.
- Silent and Live Auctions
- Green fees/ Power cart
- Lunch, 3 beers, Soda and Water
- MLCC Cash Beverage Cart on the Course
- Many raffle prizes
- 50+ INCH TV GOLFER-ONLY DOOR PRIZE

DINNER ACTIVITIES INCLUDE:

- Silent auction until approximately 5:30 PM
- Presentation of golf awards
- 50/50 Split Raffle Drawing
- Live auction
- Scholarship awards
- Raffle prize drawing

Awards Presentation of silent auction winning bidders

OTHER OPPORTUNITIES:

1. Dinner Only (Non-Golfer) tickets - \$30
2. Putting Contest (50/50) event - \$5 per putt, make 1 of 2 putts and qualify for final putt-off
3. 'Economy Pack' (10) raffle tickets - \$30
4. Par 5 "skirt" purchase \$5 - men allowed to tee off from women's tee box; women allowed to tee off 50 yards in front of Ladies Tee area, on a designated par 5 hole
5. Licorice whip purchase of \$5 - Use the Licorice whip to move your ball any length of the licorice rope until the rope is gone. Use the Licorice rope to move out of bunker, out of rough, move ball closer to the hole, etc. The only thing you may not use it for is to move the ball into the hole or to qualify for a prize/contest

PLEASE NOTE:

- Please return Golf entry forms, accompanied by fees, to the Mitchell Gallery of Flight (address on back). **Payment must accompany registration. Entries limited to first 144 paid golfers! Registration deadline June 1, 2014. Entries received by May 1, 2014 will receive an Extra GOLFER ONLY Prize Entry!**
- Dinner ticket(s) purchase deadline June 1, 2014 at the Airport Office
- SIGN UP ONLINE VIA CREDIT CARD at www.mitchellgallery.org
- Debit/Credit cards accepted for live and silent auction items.

GMO XXIX is sponsored by the Friends of the Mitchell Gallery of Flight, Inc. The GMO's purpose is to provide a fun event while concurrently raising funds to support the Airport's Museum, the Mitchell Gallery of Flight. All donations are tax deductible as the Mitchell Gallery of Flight Inc., is a tax exempt 501 c 3 organization.

ADDITIONAL ENTRY BLANKS ARE AVAILABLE IN THE AIRPORT ADMINISTRATION OFFICE, THE AIRPORT BADGING OFFICE, ON LINE AT www.mitchellgallery.org OR CALL 414-747-4503



2014 GENERAL MITCHELL OPEN ENTRY BLANK

GMO XXIX, Tuesday, June 10, 2014

Limited to the first 144 paid golfers!

MUSKEGO LAKES COUNTRY CLUB

S100 W14020 Hwy. 36 (Loomis Road), Muskego, WI 53150 www.muskegolakes.com



SCRAMBLE SHOTGUN START AT 10:30 A.M. - RAIN OR SHINE!!

Golfers, please **plan to be at the Muskego Lake Country Club by 9:30 AM** so we can start on time. (Lunch available after 10:00 a.m.)

ENTRY BLANK MUST BE COMPLETELY FILLED OUT FOR EACH GOLFER &/OR DINNER ATTENDEE

(PLEASE PRINT LEGIBLY) NAME(S)	ADDRESS	CITY	ZIP	EMAIL ADDRESS

***** All Paid Entries Received By May 1, 2014 Will Receive an Extra Golfers Only Drawing Entry! *****

Our Foursome is (Circle One):	All Men	All Women	Mixed
Golf registration (includes dinner) # of golfers _____ @ \$110.00 fee = \$ _____			
Dinner only 4 p.m., (excludes golf) # of dinners only _____ @ \$30.00 fee = \$ _____			

Golf Registration Includes: Green fees, power cart, 3 alcoholic beverages, lunch, dinner, golfer-only 50+ inch TV drawing, silent and live auction items to include airline tickets, hotel packages, sports memorabilia and many other auction items at the Muskego Lakes Country Club. The registration also includes a one-year membership in the Friends of the Mitchell Gallery of Flight, Inc.

Pre-Pay Contest Add-ons and SAVE - \$10 per Individual or \$40 per Foursome:

Prepaid contest add-ons include: an 'economy pack' of (10) \$5 raffle tickets; a skirt for use on a designated par 5 hole (men allowed to tee off from ladies tee, ladies will be allowed to hit 50 yards in front of original ladies tee); a licorice whip which allows you to move your ball any length of the licorice left until used; and, an entry to the putting contest. If paying for entire foursome, each golfer receives each item listed above (4 total).

Prepaid Add-ons---One Golfer @ \$40.00 fee = \$ _____ Name of Golfer _____

Prepaid Add-ons---Foursome @ \$160.00 fee = \$ _____ Names of Golfers _____

Day of event pricing is: \$30 for the 'economy pack' (10-\$5 raffle tickets); for a \$5 skirt; \$5 for a licorice rope; and, \$10 for a putting contest entry (2 putts) for a total cost of \$50 per player or \$200 per foursome.

SPONSORSHIP opportunities for your COMPANY include:

_____ \$100 Hole Sponsorship - your company name/logo on signage placed at a hole and your ability to set-up a table/chair and promote your product or provide giveaway item

_____ \$500 Beverage Sponsorship - your company name/logo will be on each beverage cart for non-stop recognition throughout the day, plus sponsor recognition at dinner and ability to promote or display your product or provide product giveaway

_____ \$500 Lunch Sponsorship - your company name/logo will be at grill/lunch site where you can also promote or display your product or provide a product giveaway

Company Name: _____ Contact: _____ Phone: _____

Entries Must Be Accompanied By Payment – Register and Pay by Credit Card at www.mitchellgallery.org, or make Checks payable to "Mitchell Gallery of Flight" and Deliver in person to the Airport Administration Offices or Mail entry form and check to: The Friends of the Mitchell Gallery of Flight, Inc., c/o General Mitchell International Airport, 5300 S. Howell Avenue, Milwaukee, WI 53207-6189

("Membership Meeting" Continued from page 1)

when he transferred to the North Dakota Air National Guard. During his time While in the Guard, Jim flew the F-4 Phantom and F-16 Fighting Falcon, becoming squadron and group commander during his time. In 2002, he retired from the military.

In addition to his military career, Jim has an extensive airline background, flying for Northwest and Delta with experience in the DC-10, 727, 747-200, 747-400, 757, and 767. Jim has also flown the P-51, T-6, T-28, Stearman, Pitts Special S-2B, and Turbine Air Tractor.



Jim "Fang" Maroney

Jim's base of flight operations is out of Watertown and he lives in the Milwaukee area with his wife Susan.

Join us March 12, when "Fang" will walk us through his aviation career and give us a taste of what it is like to fly the Super Chipmunk in airshows!

When: March 12, 7 PM

Where: At the Mitchell Gallery of Flight

Airport parking is free for meeting attendees!



Friends of The Mitchell Gallery of Flight, Inc.
General Mitchell International Airport
c/o Milwaukee County Airport Division
5300 S. Howell Ave.
Milwaukee, WI 53207

414.747.4503

FlyMitchell@MitchellGallery.org

www.mitchellgallery.org

FIRST CLASS

Quarterly Membership Meeting
Wednesday, March 12, 2014
7:00 PM - Sijan Room

NOTICE INSIDE THIS ISSUE!

GMO XXIX IS JUNE 10, 2014