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AIRSHOW

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EDITORIAL

The French Wing has begun another year, which we hope will be synonym of good times spent with friends, and progress in our projects, whether great or small. While waiting for the weather to improve and make it possible to meet at the hangar, we wish all of you the best for 2015 !

In this new issue of Aishow, Roger Robert continues his tour of Commemorative Air Force units and presents us the Red Tail Squadron. This unit not only flies a P-51C Mustang bearing the Tuskegee Airmen's colours, but also works for educational purposes.

You'll read the last of our articles about Atlee "Pappy" Manthos, and discover his post-war pilot career, illustrated by the splendid pictures he took during his service.

I'll end with a special "dedication" to Jean-Pierre Touzeau, gifted photographer and great French Spitfire enthusiast. When Jean-Pierre joined us last year, I promised him I'd make a few "French Spit" profiles. This took me quite a while, but I hope Jean-Pierre's will feel that his patience has been rewarded on page 11 !

Enjoy your reading, and see you soon!

- Bertrand Brown



CAF RED TAIL SQUADRON



«PAPPY» MANTHOS' PHOTO ALBUM (PT. 2)

Photo U.S. Air Force photo by Tech. Sgt. Ben Blaker

Photo : Atlee «Pappy» Manthos



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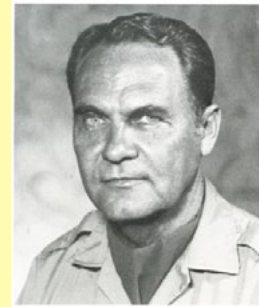
Happy new year to all!

Photo Bertrand Brown



This content is for members only.

Col. William "Bill" Godwin passes away



Bill Godwin was born on 25 October 1925. During World War II, he hoped to become a naval fighter pilot and successfully passed initial test. However, the US Navy had more than enough pilots by the time he arrived and he ended up serving as an infantryman in the Pacific. After the war, he went to work for his father, painting sign lettering, murals, billboards and various paintings.

He first came in contact with the CAF when he was hired to paint letters on an airplane in 1968. This rekindled his old love for aviation and he joined the CAF a short time later, quickly becoming a very active member during these founding years. He was instrumental in setting up the CAF's organisation and structure and was one of the first leaders of the Headquarters Wing. He is also responsible for creating the PX, and was behind the restoration and exposition of nose art panels at the Airpower Museum.

He was inducted into the CAF Hall of Fame in 2012 and passed away on 21 December 2014.

Source: [CAF website](#)



Above: Tennessee Ernie Ford, Bill Godwin, and Jack Webster during an Airshow in Harlingen, Texas.

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CAF Red Tail Squadron



Article: Col. Roger Robert

Above: the North American P-51C Mustang «Tuskegee Airmen» of the Red Tail Squadron.

Following page: Tuskegee Airmen and the «Rise Above» travelling exhibit.

The CAF Red Tail Squadron was created in the 90s by a group of volunteers of the Commemorative Air Force's Minnesota Wing. As they were about to begin the restoration of a P-51C Mustang, pilot and entrepreneur Don Hinz came up with an idea: rather than simply restore the aircraft and fly it at airshows, why not use it as an educational tool as well?

It could be used to tell the story of the first black American fighter pilots, the Tuskegee Airmen, who were rarely mentioned in school, and had flown this aircraft type during the Second World War.

Why honour the Tuskegee Airmen? Their remarkable journey was fraught with difficulties but succeeded thanks to their hope, hard work and discipline, shows what every individual can achieve when he is ready to overcome such obstacles. This is as true today as it was 70 years ago.

The Rise Above Travelling Exhibit

The CAF Red Tail Squadron 'RISE ABOVE' educational program is a travelling exhibit based on six principles that illustrate the Tuskegee airmen's will and determination to be accepted as true fighter pilots and American citizens.

The exhibit was funded by the Texas Flying Legends Museum based in Houston, Texas. Just as the CAF Red Tail Squadron, this museum

uses aviation history as an educational tool.

“To Inspire the Young and Honor the Heroes”

“Rise Above” is a Hemlock Films movie by direc-

tor Adam White. It can be seen every 30 minutes during airshows. It shows who the Tuskegee Airmen were, and how they were able to overcome the obstacles as they fought to train to become the first black fighter pilots in the US Army Air Forces. Their courage and determination in the 1940s is still inspiring to Americans today.

P-51C Mustang s/n 42-103645

Discover the RTS's website:

www.redtail.org



In 1945, the Squadron's future P-51C was declared war surplus and sold for \$1 to Montana State University in Bozeman, where it was exposed. The Commemorative Air Force took possession of it in 1970, and assigned it to the Minnesota Wing in the late 1980s. The wing had to find \$ 500,000 to fund its restoration. In 2001, the aircraft, now known as "Tuskegee Airmen" and painted in their colours (with the distinctive red tail surfaces) flew for the first time in 45 years.

The Mustang flew at Airshows for three years, spreading the Tuskegee Airmen's story and legacy wherever it went. Tragically, it crashed in May 2004 near Red Wing, Minnesota, after an engine failure. Don Hinz, pilot and project founder died of the wounds sustained in the crash the following day.

The CAF Minnesota Wing decided that the CAF Red Tail Project, as the Red Tail Squadron was then known, had proved its worth as an educational tool and had to be maintained. Five years were necessary to gather the \$ 1,000,000 necessary to rebuild the Mustang. Numerous volunteers gave time, energy and money to go to North Dakota and work with the experts of Tri-State Aviation on rebuilding the aircraft. Their efforts were rewarded when 'Tuskegee Airmen' flew again in July 2009.



THE SIX "RISE ABOVE" PRINCIPLES

AIM HIGH: The young men who would become the Tuskegee Airmen dreamed of flying. No one else believed they could. But they made their dreams come true by working hard. By aiming high, we can achieve more.

BELIEVE IN YOURSELF: The Tuskegee Airmen lived in a time when people were often judged by their skin color and not their abilities. However, by believing in their own abilities and working hard, the black Airmen became heroes. Self-confidence is always a key to success.

USE YOUR BRAIN: Your brain is like a muscle. Stop using it, and it gets weak. The Tuskegee Airmen put their minds to work and became American legends. By using our brains we can realize our potential.

NEVER QUIT: Be persistent. Be patient. Never ever quit. Make a little progress every day. After years of nobody believing in them, the Tuskegee Airmen earned a reputation for being the best. And it didn't happen overnight.

BE READY TO GO: When the Airmen were called on to defend their country, they had been training for many months and were ready to go. Every day is your chance to be a little smarter, a little stronger.

EXPECT TO WIN: If you don't believe great things will happen, then they never will. When the Airmen returned from war to everyday life, they faced many challenges. However, they knew they could handle them. And they did.



Above: the pilot of the P-51 «Tuskegee Airmen» salutes the public after a flight demonstration.

The Tuskegee Airmen

The Tuskegee program officially began in June 1941 with the 99th Pursuit Squadron based at the Tuskegee Institute in Alabama. Flying on the P-40, this squadron (later renamed 99th Fighter Squadron) was the first “black flying squadron”. It deployed to North Africa in April 1943, and later to Sicily. The 332nd Fighter Group, initially composed of the 100th, 301st and 302nd Fighter Squadrons was the first “black flying group”. It was sent to Italy in early 1944 and in June 1944 began

escorting heavy bombers. In July, the 99th FS became the group’s fourth squadron.

The 332nd Fighter Group flew the Bell P-39 Airacobra (March 1944), and later the Republic P-47 Thunderbolt (June-July 1944) and North American P-51 Mustang (from July 1944).

The 477th Bombardment Group trained on North American B-25 Mitchell bombers, but was never sent to combat.

A total of 992 pilots trained in Tuskegee from 1941 to 1946. They earned 96 Distinguished Flying Crosses, 14 Bronze Stars, 744 Air Medals and 8 Purple Hearts.

The 332nd Fighter Group was commanded by Colonel Benjamin Oliver Davis Jr. who became the first black USAF General on 27 October 1954.

On 29 March 2007, President George W. Bush decorated 300 Tuskegee Airmen with the Congressional Gold Medal at the Capitol in Washington, D.C. ■

Below: George W. Bush awarding Tuskegee Airmen veterans the Congressional Gold Medal in 2007.



«Pappy» Manthos

Souvenirs photos d'un pilote de chasse
(2ème partie)



Article: Bertrand Brown. Photos: Lt.-Col. Atlee Manthos. With kind permission of Dan Manthos.

Above: a North American F-15 Reporter, a photo-recon derivative of the P-61 Black Widow night-fighter. This aircraft was probably part of the six-aircraft detachment of the 8th Photographic Reconnaissance Squadron sent to Clark in January 1948 to assist the 5th Reconnaissance Group.

Here is the last part of our series of article dedicated to Atlee «Pappy» Manthos, an American fighter pilot of Greek origins. Most of the pictures presented here were taken in 1947 and 1948 on the airfields of Biggs and Clark.

We do not know the details of Pappy's career in the US Air Force after the Second World War. His return to civilian life in 1946 was not a success: he divorced less than a year after his return to the US. He took back his job as a geologist but this could not compete with the thrill of a fighter pilot's life. In July 1947, he returned to the US Air Force. Apparently, this cost him the benefit of his wartime rank, and he had to accept to return to the rank of Lieutenant, a sacrifice which he accepted.

A rapid research gives a few clues about his whereabouts. In August 1947, he took command of the 85th Bombardment Squadron, 47th Bombardment Group, based at Biggs Field, Texas and equipped

with the A-26 Invader. Interestingly, US Air Force archives list him as a Major at the time. He relinquished command of the squadron after a month, for unknown reason. The US Army Air Forces became the independent US Air Force on 18 September 1947. The following reorganisation could explain his transfer.

The following indications concerning his career place him with the 18th Fighter Group stationed on Clark Field in the Philippines and flying the P-47N. He commanded the 67th Fighter Squadron from 21 June to 6 November 1948.

The last trace of his flying career places him in Korea on 20 February 1953, when he was involved in an accident whilst flying a North American F-86F Sabre s/n 52-4391 of the 12th Fighter Bomber Squadron based in Osan (K-55). Pappy's career ended in April 1963 when he retired from the air force. ■



Left: «Pappy» Manthos and Richard Bong stand in front of «Marge», the American ace of ace's P38 Lightning. This photo is dated of 1947, but Richard Bong was killed in a flight accident on 6 August 1945. The actual date was probably early 1945.

Right: an A-26 Invader of the 47th Bombardment Group in Biggs Field in late 1947.



Below: an impressive line-up of 47th Bomb Group A-26 Invaders.





Above: a P-47N-5-RE Thunderbolt photographed in flight in 1948, probably in the Philippines.



Left: another P-47N Thunderbolt. Note that the US roundel does not have red bars, which probably indicates the photo was taken prior to September 1947.

Right: an F-51D Mustang on Clark AFB in 1948. A B-25 Mitchell's rail can be seen on the right, and another F-51 is visible in the background.





Above: P-47 Thunderbolts of the 44th Fighter Squadron lined up on Tinian Island, part of the Philippines archipelago, in 1948. The aircraft have received Republic of Chian Air Force roundels prior to their transfer to that nation.



Left: the vertical fin of a P-47 Thunderbolt, still carrying the insignia of the US 44th Fighter Squadron.



Left: «Pappy» standing in front of one of the Thunderbolts slated for transfer to the ROCAF.

A former Japanese Nakajima Ki-43 Oscar, exposed on Tinian Island.



These Yokosuka P1Y Ginga are somewhat surprising as they carry RoCAF markings, which would suggest they were used by that service. However, no evidence of this can be found, and the aircraft do not seem to be in airworthy condition on this picture.



«Pappy» Manthos in front of an 18th Fighter Bomber Group North American F-86 Sabre in Korea in 1953.



BATTLE COLOURS: FRENCH SPITFIRES

Profiles: Bertrand Brown (alias Gaëtan Marie)

www.bravobravoaviation.com



This Spitfire Mk Vc was equipped with a Volkes tropical filter and belonged to the Free French Air Force, a part of the Royal Air Force, but carries French roundels. It was part of GC II/7 «Nice» (No 326 Squadron), based in Ajaccio on Corsica from September 1943 to August 1944. Under the leadership of Cdt Hugo, the group carried out 2225 sorties for a total of 2712 hour of combat flying time during that period. The black panther behind the cockpit access door is the insignia of Escadrille SPA 78.



After World War II, the French air force received some Spitfires Mk IX from the RAF to rebuild its strength. This was complemented by many salvaged aircraft found abandoned on French airfields during the Allied invasion of France. This is Spitfire Mk IX TD997, flown by Marcel Farriol of the Groupe de Chasse 2/4 «Lafayette», based in Langson, Indochina, in 1947.



Also based in Indochina, this is un Spitfire Mk IX TD202 of GC 1/4 «Dauphiné», based in Nha Trang in 1948. Shortly after, the Spitfire was replaced by American aircraft types, better suited for operations in Indochina. Escadrille SPA 37's buzzard can be seen beneath the exhaust stacks.



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