

The Tri-State Warbird Museum...a historic aviation museum dedicated to remembering those who fought for our freedom, and honoring those who made the ultimate sacrifice.

May 2011 Volume 5 Number 2

The Tri-State Warbird Museum

William A. Barr

Tri-State Warbird Museum

4021 Borman Drive

Batavia, Ohio 45103

513.735.4500

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www.tri-statewarbirdmuseum.org

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Hours:

Wednesday 4pm-7pm

Saturday 10am-3pm

Admission \$12

Discounts available for veterans and students

Annual and lifetime individual and family memberships are available

Donations are needed and are most appreciated - Thank you!

Walk of Veterans Bricks

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William Barr

Don Brandt and Page 3
Ken Glass "Pacific Aces" / P-40 news

TSWM Seventh Page 4
Annual Gala June 3

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The airplane Bill Barr flew during World War II was the Martin built PBM Mariner. It was a ship actually; one of those very special ships that fly. The flying ships are designated by the Navy as "Patrol Bombers". The PBM Mariner is similar to the more well-known Consolidated PB



Catalina but the PB



Y Catalina but the PB has the wing raised onto a pontoon above the fuselage. Also similar is the Consolidated PB2Y Coronado which has 4 engines instead of 2. The Mariner has a wingspan of 115 feet, is nearly 25 feet tall and 80 feet long, has two Pratt & Whitney R1830 engines with 1200 horsepower each, is armed with guns in the nose and tail turrets and can carry an array of bombs. The engines are mounted on high wings, designed for the props to be able to clear even rough ocean surf. Even though the fuselage resembles a boat hull, it has retractable gear and the Mariner can be landed on water or land. According to Bill the normal crew consisted of 11 including the "PPC (patrol plane captain), two co-pilots who alternated as navigators; a Chief mechanic, three gunners and four radio/SONAR/LORAN/signal operators which permitted on watch and off duty during long (30 hour) patrols." 30 hours of flying and patrolling the water would give any pilot pause. These airplanes/ships were built to stay in the air for a long time enabling patrol missions searching over vast areas of water. They are stable, relatively fuel efficient and slow. It must have been quite a transition from Bill's initial intense Naval flight training (known as V-5) of Stearman primary, SNJ intermediate, instrument, acrobatics, night flying, cross country, navigation, and SNB multi-engine training all emphasizing speeds and maneuvering. The Mariner was flown for long time periods slow

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As a 501(c)3 organization the Tri-State Warbird Museum is supported primarily through membership dues and the contributions of individuals and businesses that share in the desire to preserve our country's rich aviation legacy.

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and straight in order to patrol the waters for submarine activity. "Once airborne, the plane was designed for patrol work with much emphasis on navigation, radio communication, ordinance and fuel economy. For aviators as we were trained to be, patrol planes proved to be very, very sluggish and our engines were not supercharged for high altitudes. Fuel economy and range were factors of success in sighting and sinking enemy subs. So there were not encounters with enemy planes even though we had three machine guns and three trained gunners in our crew. Our successes were when we spotted U-boats and summoned US Destroyers to come and do their jobs which happened often enough to make German sub duty 90% fatal from 1943 on. Pacific duty was different, where enemy fighter planes were often encountered and where missions were often for surveillance of enemy ships and fleet activity rather than anti-sub patrol. Task force skippers needed to know of enemy intentions at all times and we had the farthestmost range. Also we could go where land planes could not venture, and we were well trained to render very accurate positions and directions by radio or signal from afar."



Bill was a Navy pilot from 1942 through 1945 and flew the Mariner stationed at Banana River Naval Air Station (Florida), San Juan, St. Thomas, Guantanamo, Hamilton (Bermuda), Montego Bay (Jamaica), Roosevelt Roads, Bridgetown (Barbados), Colon (Panama) and San Salvador. In 1945 when the war in the Pacific continued on for months after the fall of Hitler, Bill was stationed at Alameda NAS (California) and Kaneohe NAS (Oahu, Hawaii). He flew mercy missions to various islands in the Aleutians to fly supplies in and fly servicemen needing special medical attention out. In November 1945 Bill transitioned to inactive duty at Great Lakes, headquarters of the Ninth Naval District. By 1954 when inactive pilots were called up for the Korean War, Bill had settled with his wife Arlyle (married in 1947), kids and a career and so resigned at that time. Ever since he has been flying civilian aircraft, often co-piloting on business trips in twin engine Cessna and Baron company planes. His career has centered on the "gear business", also known as mechanical power transmission, in Chicago 1949-1957 then Milwaukee 1957-1975 and Cincinnati 1975-1985, retiring as the Group Vice President of Xtek in Cincinnati. The "gear" career started well before however, as summer employment right out of high school Bill was making accessory and nose section aircraft gears for Pratt & Whitney radial engines at Foote Bros. Gear in Chicago. While waiting to be called into the Navy flight training program after the Pearl Harbor invasion, Bill attended Cornell College and worked for Pratt & Whitney in assembly and testing. Along with flying and his career Bill is an author specializing in aviation and World War II history. Bill and Arlyle are proud of their 3 children, their spouses, seven grandchildren and one great grandchild. →

Recent photo of get-together:

Seated, left to right: Howard Becker, Bill Barr, Russ Witte, Jr., Dick Cole, Tom Griffin, Ken Glass.

Standing left to right: Don Griffin, Ray Hughes, John Steele, Sr., George Gumbert, Don Brandt, Ted Gardner



World War II veterans Don Brandt and Ken Glass interviewed by Roger Hansen at the Tri-State Warbird Museum April 16, 2011

It was a lovely presentation as World War II veterans and pilots Don Brandt and Ken Glass answered questions and told stories in front of an appreciative crowd of all ages at the Tri-State Warbird Museum on April 16th.

Northern Kentucky University together with the Tri-State Warbird Museum presented the NKU Military Lecture Series event bringing together high school, college age, veterans of all wars, and World War II veterans in this question and answer format. The event was free of admission and open to the public. This event was the capstone of the NKU Military Lecture Series and drew a large crowd. The backdrop of the Museum and World War II aircraft was perfect. The title was "Pacific Aces: Aerial Combat over the Pacific in World War II". Don Brandt was a Hellcat pilot and Ken Glass was a TBM Avenger pilot during World War II. They are great guys and are entertaining to listen to. There is so much to learn from what this generation went through during World War II. We thank our veterans!



Commentator Roger Hansen asking questions of Don Brandt and Ken Glass



NORTHERN KENTUCKY UNIVERSITY
MILITARY HISTORY LECTURE SERIES
PRESENTS

"Pacific Aces: Aerial Combat over the Pacific In World War II"

Saturday, April 16, 2011
6:00 p.m. at the
Tri-State Warbird Museum
4021 Borman Drive
Batavia, OH 45103

513.735.4500

The lecture is free and open to the public, refreshments will be served after. Please see the Tri-State Warbird Museum website for directions
www.tri-state-warbird-museum.org

...looking forward to seeing you!



Don Brandt



Ken Glass



...It's the year of the P-40...The Tri-State Warbird Museum Curtiss-Wright P-40 complete restoration is progressing toward its debut at the Seventh Annual Gala June 3, 2011. This world class restoration has produced an outstanding quality World War II restoration that will be featured this year in international aviation publications. Museum President Paul Redlich will fly the airplane and make a presentation at the world's biggest civilian airshow at Oshkosh, Wisconsin in July. The P-40 will also be presented at the prestigious Rolls Royce Heritage Trophy Invitational Fly-In during the Reno Air Races in Reno, Nevada in September.

Ps...this is how it used to look...

Hours:

Wednesday
4pm-7pm

Saturday
10am-3pm

Admission \$12

Discounted admission for veterans
and students \$7

Admission for World War II veterans
is complimentary

Group tours are a great way to spend
some time learning about World War
II aviation history

Memberships:

Annual individual and family

Lifetime individual and family

Bricks can be engraved into the Walk
of Veterans—a great way to honor
someone

Donations are needed and are most
appreciated - Thank you!



SEVENTH ANNUAL
TAKING FLIGHT

Tri-State Warbird Museum Gala Event

SAVE THE DATE
FRIDAY, JUNE 3, 2011
RECEPTION, DINNER & PROGRAM

To benefit the mission of the Museum

Formal invitations will be mailed in April.
Questions? Call the museum at 513-735-4500



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*Join us for the
Tri-State Warbird Museum Seventh Annual
Gala!*

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