



TUNISON FOUNDATION

Wings to Remember. Honor. Inspire.



Spring 2024 Issue

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General Information

The Tunison Foundation, a 501(C)(3) nonprofit organization, operates its WWII, C-47 Placid Lassie to remind and educate people about WWII. We do this in two ways: (1) By appearing at air show events across the nation; (2) By leading flights that commemorate significant episodes of WWII history, such as our commemorative flight to Normandy to honor the 75th Anniversary of D-day in 2019.

Our Name:

Ed Tunison was the Radio Operator on our C-47, Placid Lassie, during World War II. In 2014, we discovered that Ed was the only surviving member of her wartime crew. Ed had not seen Placid Lassie since the crew flew her back to Florida from Europe in 1945.

When Placid Lassie was in the U.K. for the 70th Anniversary of D-Day celebration, we brought Ed and his son to the event. Ed flew with us on our commemorative missions, and we even gave him a turn flying the aircraft.

Ed passed in 2016. When seeking a name for our nonprofit foundation, we thought of Ed, and the Tunison Foundation was created in 2017.

The Journal

Editorial team:
Dixon Kenner

Contributors & Assistance:(this issue)

Stephen Dybas
Sherry Fuller
Kevin Oldenburg
Dixon Kenner
Ben Smith

Do Note: Higher DPI versions for printing are available upon request

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Submissions: Articles and photographs may be submitted to the Editor, or via post to the Foundation address. Please include photographer's name, captions, identifications of people and aircraft

Deadlines: Submissions to the Newsletter must be received by the 1st of every quarter for inclusion in that quarter's newsletter.

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Online

<http://www.TunisonFoundation.org>

Cover Photo:

*Flexibility is the key to airpower
Indecision the key to flexibility*

Greetings,

Greetings,

Since our last newsletter we have had an excellent adventure. Over the winter we had finished maintenance, done some training and started our summer tour. We had transitioned from being at home to being on the road. Placid Lassie had completed three weeks of parachute operations in Florida and Georgia. The pace did not slow down in April. We started with a two ship parachute operation with the CAF's That's All Brother at Fort Benning dropping active duty Rangers. This was followed up with an airshow at Maxwell AFB dropping the Rangers and also some free fall teams. Lassie then went back to Florida for a week at Sun-N-Fun before coming home.

The maintenance team immediately did a phase one check and worked in various squawks such as new tires, carb and landing cylinders. Placid Lassie then flew back to Georgia for an Airshow at PDK airport with three other C-47s before returning to POU. With Legacy Tour 2024 upon is the MX team fitted our ferry tanks, loaded our gear and Lassie repositioned to POU.

Travelling across the Pond for the 70h Anniversary of D-Day in 2014 was an adventure. The Tunison Foundation organized a return in 2019 for the 75th with 14 other airplanes. That trip was Legendary. It is now 2024 and the 80th Anniversary. Organized by the Tunison subsidiary the D-Day Squadron this time six planes signed up for the trip. In these pages you will read about our excellent adventures across the Atlantic, in the UK, in France, in Germany and then back across the Atlantic. We dropped reenactors from all of the jump teams. We dropped 7 US congressmen. We dropped the regimental commands staff of the US Army Rangers. We dropped active duty Germany Fallschirmjäger (Airborne). We flew in formation with USAF C-130s. We flew past Omaha Beach on the 6th of June in a formation of five C-47s and five WWII fighters in front of President Bidon, President Macron, King Charles III, and President Zelenskyy. It was an honor for Placid Lassie and the Tunison Foundation to lead all of these missions.

In all 36 Tunison members gave their time and treasure to attend a portion of the trip. Two people, Dixon and Justin were on the entire trip. The rest of you gave the time that you could. At the peak we had 26 people on mission with us in France.

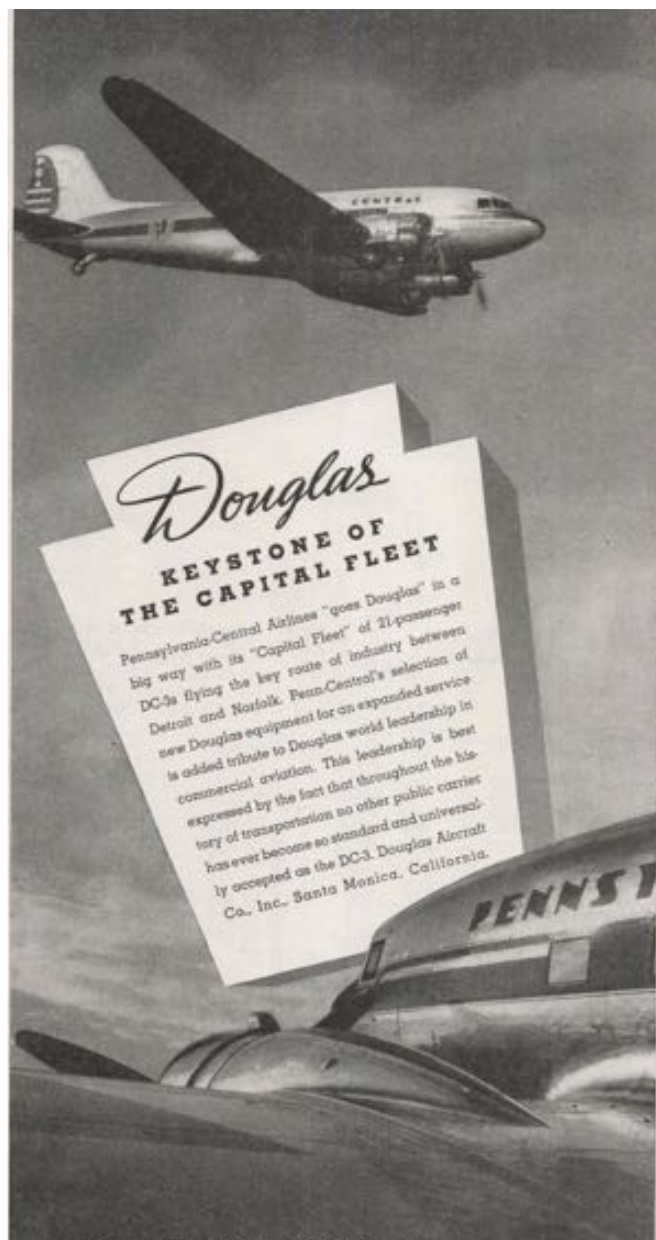
We returned at the end of June. As we look into the third quarter I know that most of you are spent. You have given the time that you could and are not back with your families and employers making up for your time off. Placid Lassie will need her third and final phase check for this cycle. We have missions scheduled in July and August, including our annual trek to Oshkosh, WI for EAA's AirVenture. I know that many of you

can not give any more time in July and August. Thank you for the time that you have given. For those that can give more time to Lassie, thank you for stepping up again.

Once the dust settles from our finances from LT24, we will be able to make decisions on our next focus for the rest of the year and the years to come.

Until then, enjoy the summer. I look forward to seeing you at the hangar or at the next airshow.

Eric



Facilities and Hangar Days

Starting with the Facilities Committee and volunteers, in the Hangar there were a number of improvements.

New palette racks were assembled and the parts in the south-east corner were re-organized to free up floor space. The glider was moved outside, and racks for PBY gear assembly were laid out along the south wall. Spark plug stands were constructed and a wall rack to organize tools was hung in the annex

A new aircraft arrived (Pt-23) for the CAF Hudson Valley Wing. The PT23 will be sharing hangar space with Placid Lassie, the PBY project, and a couple other aeroplanes.

On the museum side of things, a separate page will follow that development.

Hangar Days were slightly abridged during the Spring as a lot of the usual suspects for organising this and that were slightly distracted by events over in England and Europe.

While there was a Hangar Day towards the end of April, one must bear in mind that Lassie was nineteen days away from leaving for Legacy '24!

The April Hangar Day went well and progress was even on all of the pursued fronts that have been underway for several Hangar Days now. There were a lot of new faces there, which made it a little more challenging for Sherry to organise

Ed Bakos and Gary Houghton, assisted by Bob Creter corralled people and assigned roles and responsibilities

Sherry and Gary undertook giving some safety training to the new folks. Later, Gary gave training on docent and sales to the interested folks.

For some accomplishments aimed at Legacy '24, the ferry tanks and parts were all identified. The tanks were then painted. And readied to go into Lassie after the mission to the PDK airshow.

Some merchandise has been added to the display cabinet in the museum.. There was also a fair amount of cleaning and organising undertaken.

Then there was the long seven week hiatus to the end of June when Lassie returned.

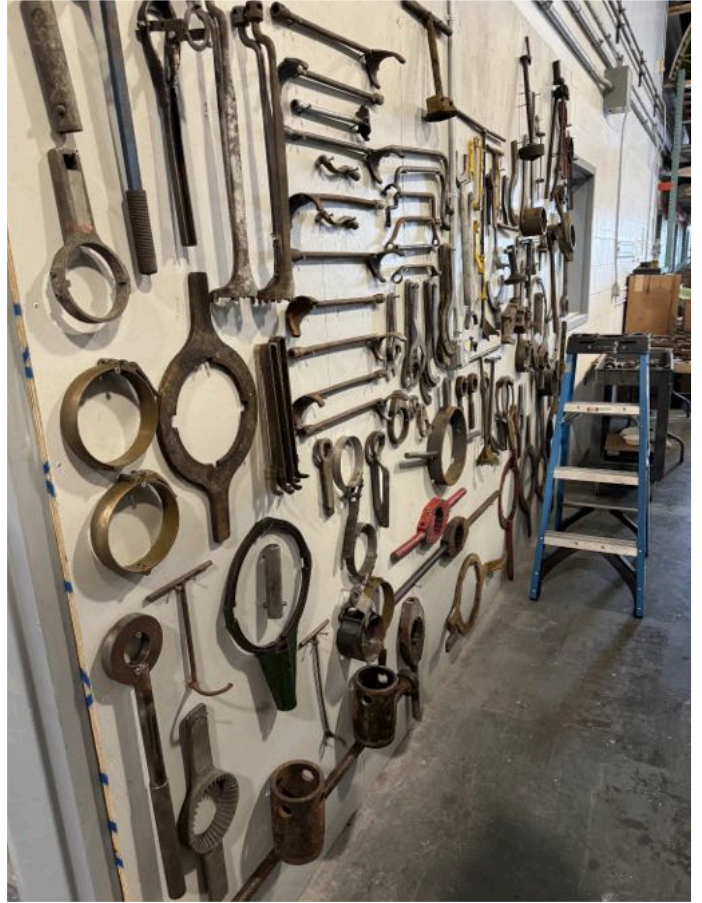
At that point, an impromptu Hangar Day was held on June 30th sneaking one last one into the quarter. This one happened just after Lassie arrived on the Wednesday and a slight re-organisation and cleaning was required to reset Lassie to get her ready for a somewhat busy July schedule.

The ferry tanks had to come out and be stored away for Legacy '29, or whatever that mission shall eventually be called. The tanks, cradles, pipes all labelled and put up and out of the way on pallet racking. To accomplish this, the four rows of seats had to come out, which them meant that some of the items in the flat load area needed to come out. A bit of an undertaking.

But, what people could also see was the excellent work being done by Barry Enis and Sarah McGilly in organising all of the special tools that are required to keep Lassie happy and healthy (*photo upper right on the next page*). This will make finding the right tool much easier, as well as providing a supply of tools for guessing games amongst the volunteers.



Hangar Days



Museum Progress!

The Tunison Foundation museum at KPOU has slowly been coming together. There is not a lot to report on this quarter as not much progress has happened in the past 2 months as efforts focused on Legacy 24, but things are moving forward once again. Cases are slowly being filled with items for display. We have some uniforms parts on loan to us that will hopefully be up soon once we get a couple mannequins. Currently there are maps and newspapers on their way to be placed in the cases when they arrive. I am currently in the process as well of making labels for the pieces that have already been placed.

Gary H. has set up a "home" shop in the museum as well which will be useful when we finally have folks in to view it. I was also able to get a permanent donation box in place there as well with a QR code for

online donations.

Earlier this spring a few volunteers ran into a WWII vet at the airport café and after speaking with him, brought him over to see the museum and Lassie. He was a Captain in the AAF / Air Force, and had flown in C-47's often, as a passenger. He was grinning ear to ear the whole time he visited. He sat in the co-pilot's seat in Placid Lassie. The Candy Bomber's autograph was pointed out as well.

Some display boards with scannable QR code links to video segments, expanded history sections, and a donation page were delivered to Lassie for SNF. These went with Lassie to England and Europe as part of Legacy '24. By all accounts the new panels for the museum and the matching set for Lassie have been well received.

Some model planes were hung from the

ceiling and we are working on acquiring additional displays including a potential glider pilot jacket and mannequin with pilot uniform.

We are putting a call out for anyone who may have anything you think would be relevant to the museum relating to WWII and the operations Lassie was involved with. We'd love to fill these cases up. We are also looking for a small television that accepts a thumb drive that we could mount on the wall to show the Ed Tunison oral history on loop. Someone may have one in storage they no longer use. We are looking at nothing bigger than 26 inches.

Please reach out at rangerkevin76@yahoo.com if you have something in mind.

KEVIN



The PBY Project

Activities with the PBY project took a back seat this quarter to the needs of preparing Placid Lassie for her fourth journey to England and Europe. While the commentary in the Maintenance section will describe those activities, all was not still with the PBY.

The most noticeable change with the PBY since it arrived from a long sojourn under the Florida skies was the removal of

several years worth of residue. A team of volunteers (Bearded Bob, Bob Sabbatino, Barry Enis, Ed Bakos and Cyril) armed with a pressure washer, took turns getting soaked as they removed years of dirt and grime from the fuselage. The two photos below show quite a transformation between before and after. As one person noted - "It's white!"

In other progress, the process of

identifying and indexing all of the parts continues. We need to know what we have, in singles, or duplicates, to be able to determine what we might need in the future, let alone an assessment on the condition of the parts. Many unknowns remain in terms of time and order, though as one example, Barry found a company who would rebuild one landing wheel assembly for free, to determine the time requirement to do the other.



Maintenance - MX

While really an offshoot of operations, Placid Lassie absorbed a lot of maintenance this quarter.. In short, two phase checks, one in Poughkeepsie, a second in the field at La Ferte-Alias, Salis Museum. With a modicum of maintenance in between to look at potential squawks or other observations.

So where to start with an area that absorbs a fair amount of time on behalf of Barry and the MX volunteers? Well, the first complicating factor was the pace of operations. Phase checks happen every fifty hours for Placid Lassie. So, MX and Operations tracks the time and plans to get the next phase check in before Lassie turns into a pumpkin. However, there might not be very much time between missions, putting pressure on the MX team.

The first phase check was would be when Lassie got back from her "Southern Tour" and needed a phase check as close to the

launch of Legacy '24 possible.. When the clock was reset would also determine where she was in Europe, in a very busy scheudle and needing the next check.

So, in April, when Lassie was back, our MX team lead by Clara, McGee, Barry Enis and Sarah McGilly, assisted by Bob Beard, Bob Sabbatino, Bob Creter and Angus got to work with addressing squawks. They swapped the right prop governor and ensure that now that it was not leaking. Part of the goal in this three week MX cycle was to do all three phase checks to reset the clock. This will help us when we are overseas.

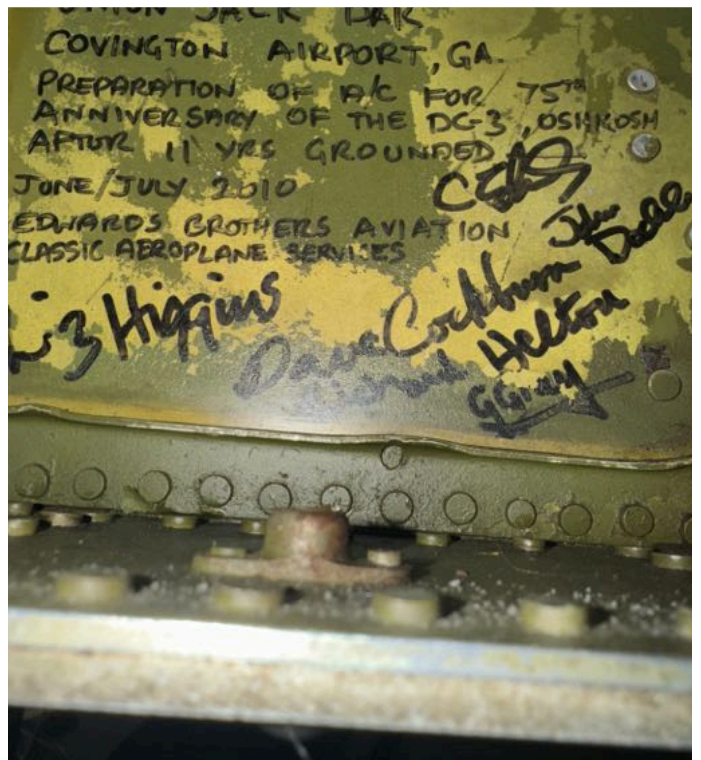
So, with Lassie back in the hangar we had had two main paths with the MX team. Clara is focusing on completing all three phase checks. This resets the hour clock and ensures that we don't have to do a phase 3 in Europe before we return. A second team focused on the squawk list. Replacing main tires, finding two fuel

leaks, replacing the left carb, replacing the right gear retract cylinder, replacing the trail strut, and more. They made incredible headway under a lot of pressure, ensuring that Lassie was ready for the start of Legacy '24 and her fourth trip to England and Europe.

After accomplishing a phase check last year in the field in the United States, the MX team decided that they should show their excellence by doing a phase check at an aerodrome with a grass strip in the middle of France. And, not to think this was a relaxing time, to do it after the tremendously busy Normandy phase of Legacy'24. This was accomplished in a day where Clara led three teams of people, including Garrett Fleishman, Luke Hedin, Billy Janus, John Miller, Will Miton, Hughes Poitier, Iain Wayman, Luc Zipkin, with one team for each engine, and another for the fuselage.



Maintenance - MX



Ranger drop, Ft Moore, Maxwell AFB, Georgia, May 4th - 6th

The next mission was Ranger drops and an airshow. Ben Smith and Justin flew Placid Lassie from the Atlanta area to Lawson Army Airfield, Fort Moore (formerly Fort Benning). They were on time at 0845 for the Ranger Regiment. The CAF's That's All Brother was over an hour late. They had also failed to file the required DoD paper work. Lassie flew as -2 off of TAB and dropped 20 Rangers in one pass (TAB dropped 16). The Freyer Drop zone goes on forever. Back at Lawson both aircraft loaded a second lift of 20 and 16. Unfortunately winds had freshened and was too high for a jump, so the jumpmasters practiced the mission and both planes returned full of jumpers.

Afterwards both planes relocated to Maxwell AFB near Montgomery, AL. We met up with Gary Houghton who had driven all of our seats and tow bar from Atlanta to Montgomery. Will Miton and Steve Dybas arrived via commercial air.

Friday was airshow practice day. We had free fall missions. TAB dropped the Army's Golden Knights. Ben and Will dropped "theChuters" from Placid Lassie.



Saturday was a two ship drop mission of Rangers with 11 jumping from each airplane with Placid Lassie in lead while a B-25 did passes.

Sunday Placid Lassie did dropped the Paratroopers again while TAB and the B-25 did passes. Lassie descended for a pass and landed.

Here is a video from Saturday: <https://www.youtube.com/watch?v=PRZfWGdS0DI>

At the end of Sunday Ben and Steve rotated home. Justin had headed home Saturday. Iain arrived Monday to take Lassie to Sun-N-Fun with Will and Gary. Billy, Garrett, Maria, John

Grones and Mark Simmons are due to be at SNF this week to support Lassie.

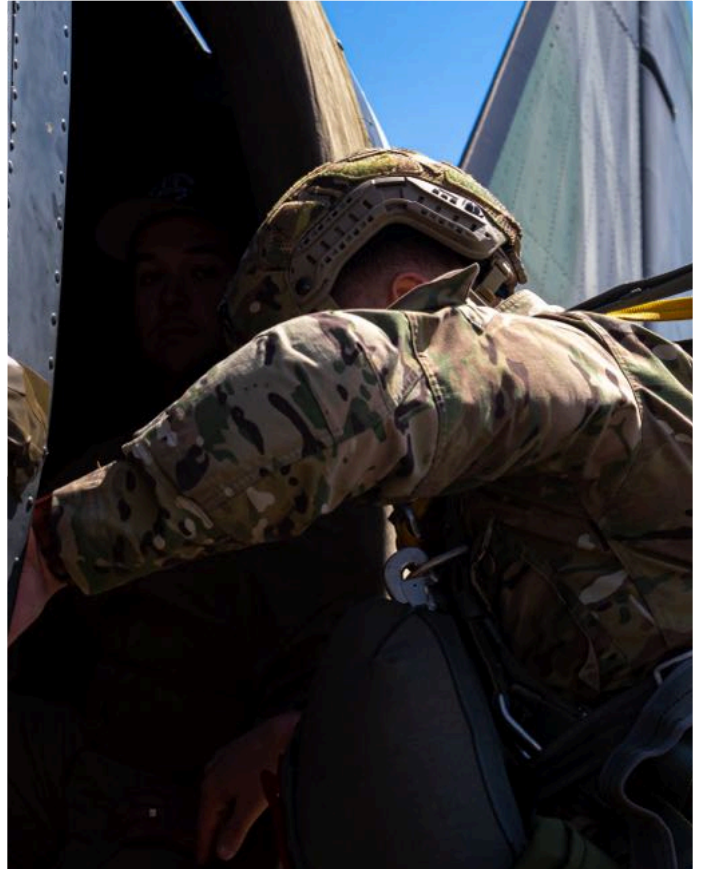
Crew Supporting Placid Lassie:

PICs:	Will Miton, Ben Smith, Justin Zgoda,
SICs:	Billy Janus,
Photos:	Stephen Dybas
Merchandise:	Gary Houghton,

Ref: <https://www.bbc.com/news/articles/cv2yr7n14g4o.amp>



Maxwell, Georgia



Sun N Fun, Florida, April 9 - 14th

The "Southern Tour" ended with the Fiftieth annual airshow at Sun 'N Fun, Lakeland Florida. A sort of a kick off for the D-Day Squadron .

Garrett, Maria, John Grones, Mark Simmons, Billy Janus and others joined Placid Lassie at SNF. She was only able to fly in the airshow one day. The rest was static display and Garry was selling merch.andise .

Sunday night the crew started home. They got as far as Myrtle Beach, SC when the weather ahead deteriorated and they stopped for the night. The summed the journey home Monday morning.

The image of everybody up in the front of the airplane, and also outside in front of Lassie one of the women was the second in command with the FAA. Couple of the other gentlemen were also FAA members they were given the history of Lassie and what our mission is for, a good PR moment with the second in command of the FAA very noteworthy

On the 9th and 10th we fixed a leaking shradar valve on the tailwheel strut with the help of the Sun n Fun volunteer maintenance team which provided nitrogen for re-inflating the strut. Will, Luke flew iLassie n the show on April 10th which consisted of taking off, making a 200' pass down the runway and



landing.

More of the crew started to trickle in on the 10th-12th. This included, Billy, Justin, Janice, John Grones and a few others. April 11th was a slow rainy/ windy day at sun n fun but some of the higher ups from the FAA stopped by for a tour of the plane and were very enthusiastic about keeping the history and airworthiness of warbirds alive.

After a few days of selling merchandise, and giving tours to the crowds we departed KLNK the evening of the 14th with Garrett and Billy at the helm, we made one stop in KMYR, spent the night and continued on the next morning. We flew the Hudson River exclusion north bound that day

in route to KPOU

Crew Attending:

PICs: Garrett Fleishman, Iain Wayman

SICs: Billy Janus, Will Miton

Crew Chiefs: Luke Hedin, Gary Houghton, Luc Zipkin

Merchandise: Gary Houghton

Docents & other: Mike Davies, John Grones, Ben Lache, Maria Meyer, Mark Simmons.

Ref: <https://www.youtube.com/watch?v=o2SAXjYb5IM>



PDK Airshow, Georgia

Also, on PDK Good Neighbor Day. It is essentially the open house for Dekalb-Peachtree Airport. The event is free to the public and is put on by the airport authority which is run by Dekalb County.

We are honored to be the first stop of the D-Day Squadron 2024 Legacy Tour. Four C-47s and one DC-3 will be at PDK for our airshow before they leave the U.S. on May 18th to fly to Normandy to celebrate the 80th Anniversary of D-Day. Two of these airplanes, That's All, Brother and Placid Lassie, are genuine D-Day veterans having flown several times on June 6, 1944. celebrating the the 80th Anniversary + 1 of Naval Air Station (NAS) Atlanta. .



have 3 of our aircraft + Chalk 40. It was a means to help pay for the movement of the aircraft up to Oxford, essentially.

But if you want official kickoff that was Oxford.

Depends on what you want to include. Lassie was at PDK and did drop jumpers and fly passes in the show, along with TAB and R4D + Chalk 40

Crew Attending:

PICs:	Eric Zipkin
SICs:	Luc Zipkin,
Crew Chief:	Bob Sabbatino
Load Master:	Darren Cinatl
Merchandise:	Bob Krajicek, Ben

Lock, John MacDonald, Ed Proccutti

The PDK show wasn't part of the official 24LT. Just a pre cursor. I was there. I picked up jumpers from the DZ in a WWII jeep. It did



Legacy 24 - Launch and Atlantic Crossing

May saw the start of Legacy '24, the D-Day Squadron's mission to Normandy for the 80th anniversary of the D-Day landings in 1944, as well as the 75th anniversary of the Berlin Airlift, another defining moment of the Cold War. The first part of the mission required the planes assembling at Oxford Connecticut, exercising together, and then starting the long journey across the North Atlantic, via the wartime "Blue Spruce Route"

One of the most asked questions at some of the stops Placid Lassie made throughout Legacy'24 were about crossing the North Atlantic. When asked, I used the photo on the top centre of the this page under the guise "a picture is worth a thousand words". It tended to answer many further questions. Rather cold and long come to mind as supporting answers, with the longest leg being from Goose Bay Labrador to Reykjavik, normally about ten hours in the air.

But, in the beginning, the planes gathered in Oxford for some common training leading up to a flight down the Hudson, past Manhattan, turning around in the harbour and heading back up the river. ATC gave the flight permission to cross Manhattan at Central Park and head back towards Oxford. This was an over subscribed flight with many very happy to have made it onto one of the planes.



From there, the flight launched for Presque Isle Maine. The town was reprising their 2019 airshow with a revisit by the C47s. It was a short, yet lovely visit, and the local Museum asked if we would take Pvt Presque with us, photographing the GI bear in different locations .

The next day to Goose Bay can only be described as "wet", while the subsequent day to Iceland as rather "cold". We waited in Iceland for That's All Brother to arrive, giving Lassie's crew a day to walk around in Reykjavik and see some of the sights and museums. A pleasant place, though idea of summer in the mid Fifties is different.

The wet theme of rain continued when we lifted off for Scotland. While the trip at 9,000 feet was more comfortable than 11,000, torrential rains and bad weather precluded us continuing onwards to North Weald. The next day, in slightly better weather, we arrived in North Weald to start the Normandy portion of the mission.

Crew Supporting Placid Lassie:

PICs: Eric Zipkin,
SICs: Ben Smith, Iain Wayman, Justin Zgoda, Luc Zipkin,

Crew Chiefs: Dixon Kenner

Ref: <https://www.dvidshub.net/news/473305/d-day-squadron->



Oxford, Presque Isle, Goose Bay, Reykjavik, Prestwick to North Weald



Legacy 24 - Shuttlesworth, England

Shuttlesworth is an Edwardian collection of pre-War aeroplanes, noted as being one of the best in the world for that era. After landing at North Weald and getting our bearings, Placid Lassie and the crew were off again to start the long series of D-Day related events in England. The first stop was Old Warden, the home of the Shuttlesworth collection.

An uneventful flight of about half an hour and getting there was quite easy. Get up to altitude, look to the north west, note the pair of huge inter-War dirigible hangars, and head that way.



Shuttlesworth is a lovely grassy strip. Appropriate for the vintage aircraft that they host, all of which are in flying condition, and indeed, are exercised on an annual basis. The Shuttleworth D-Day Weekend was a full two days of entertainment and activities relating to the significance of the D-Day Landings, as well as the influential role the C-47 played in military service and the DC-3's role as a civilian aircraft.

After making a flypast, the C47s landed and were shown into the paddock area, creating quite the grass storm from the newly mown field. We were followed in by a gaggle of other aircraft types that would have participated in the D-Day landings

The two day event can only be described as incredible. There were long line ups outside of Lassie, people enthusiastic to go

inside a veteran D-Day participant. The lines continued for as long as the airshow was open. The docents standing outside of Lassie, working the line answering questions, another at the door, a third on the rear load floor, and a fourth up in the cockpit. All were talked out by the end of the day, even with rotating people through the different positions.

In between, the work supporting Lassie, attending crew had the opportunity to walk through and take in the Shuttlesworth collection. Spanning several hangars, it is quite impressive and well worth a visit.

Gary had a fantastic day, selling out of numerous items and causing a panic with Sherry Fuller to arrange for the resupply of more t-shirts as Gary was selling them faster than was ever imagined.

Crew Supporting Placid Lassie:

PICs:	Garrett Fleishman, Eric Zipkin
SICs:	John Grones, Justin Zgoda, Luke Zipkin
Crew Chiefs:	Bob Sabbatino, Roy Williams
Merchandise:	Bob Creter, Gary Houghton,
Docents & other:	Dixon Kenner, Clara McGee, Sarah McGilly, Maria Meyer, Josh Miller, Ben Smith, Iain Wayman

Ref: <https://www.air-shows.org.uk/2024/05/review-shuttleworth-d-day-weekend/>



Shuttlesworth, Old Warden, England



Legacy 24 - Imperial War Museum, Duxford, England

The Imperial War Museum at Duxford was the next stop on the itinerary. There would be several days of activities associated with their D-Day weekend, which was moved forward to line up with the 80th anniversary. The D-Day Squadron was planned to be a central part of the weekend, from being on the ground on the flight line to overflights and dropping paratroops on the airfield.

While our static day at the IWM had brilliant weather, and the supporting crew was able to tour the museums hangars. Those hangars have some impressive items inside them too. The IWM docents were incredibly helpful and many got a bit closer to some of the aircraft than the public would normally be able to get. (Though nothing would beat Dixon taking a photo of Ben, while sitting in a Hurricane, with Ben's phone, and then texting said photo to his wife with the tag line "Guess what I just bought!" Ben's phone rang within thirty seconds...)

Unfortunately for some of the other scheduled activities, the weather at Duxford was unseasonably cold with thick clouds and a strong northerly wind. This prevented any static line parachute drops, including the planned mass round canopy jump from the D-Day squadron C-47s. However, Sunday's display of loading parachutists loading onto Lassie, TAB and Pegasus, and then leaving on their way to Normandy gave the crowds a taste of



what it would have looked like eighty years before.

There were several overflights of the runway, and photo opportunities for the gathered enthusiasts, the number of parachutists dropped was lower than planned.

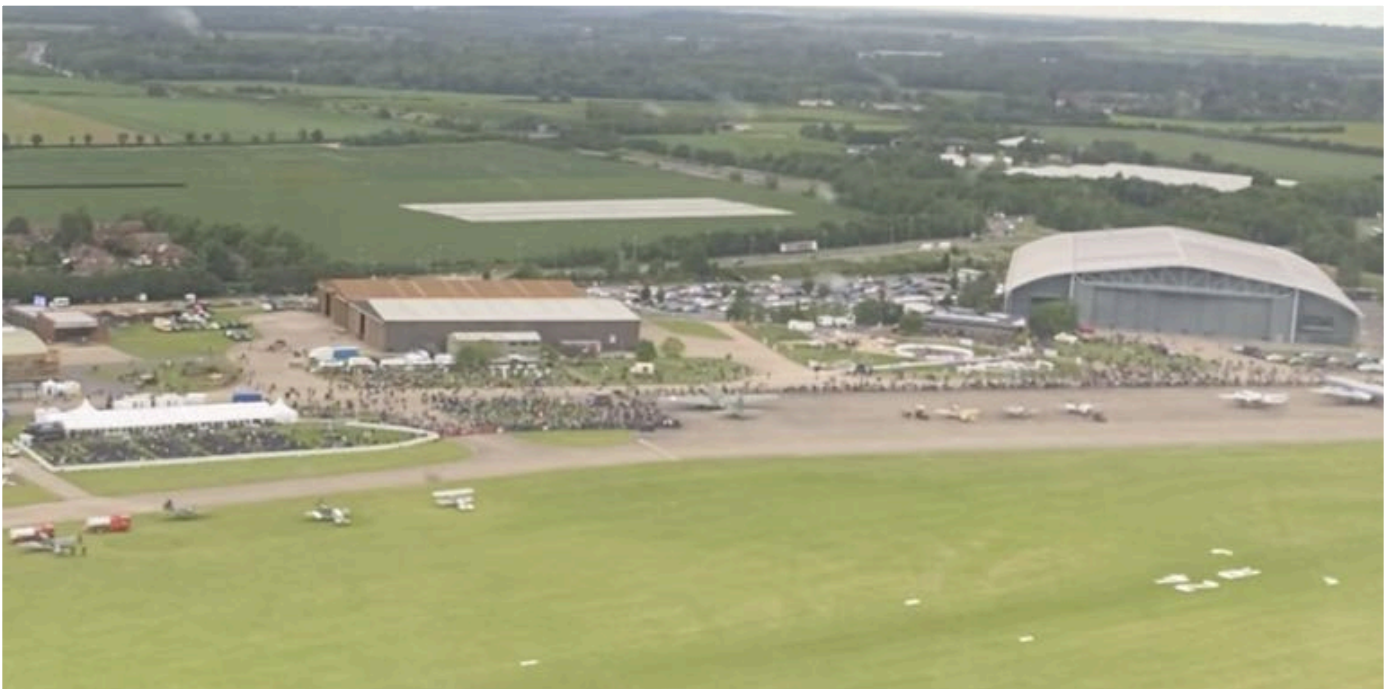
Another activity, which proved popular, was a night time running of the engines of a number of the planes, including Placid Lassie. Sarah and Clara were there for that, and judging from a number of the photos appearing on the web, was a popular attraction.

I should be noted, that unlike 2019, when the D-Day Squadron was based at Duxford, in 2024, the Squadron was based in North Weald. This led to a bit of commuting between our hotels.

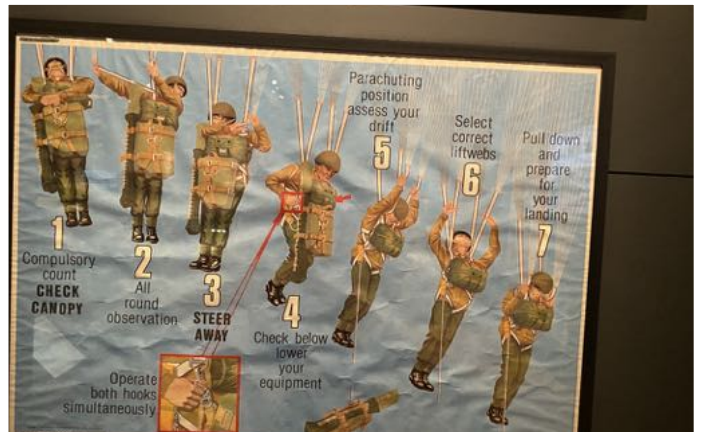
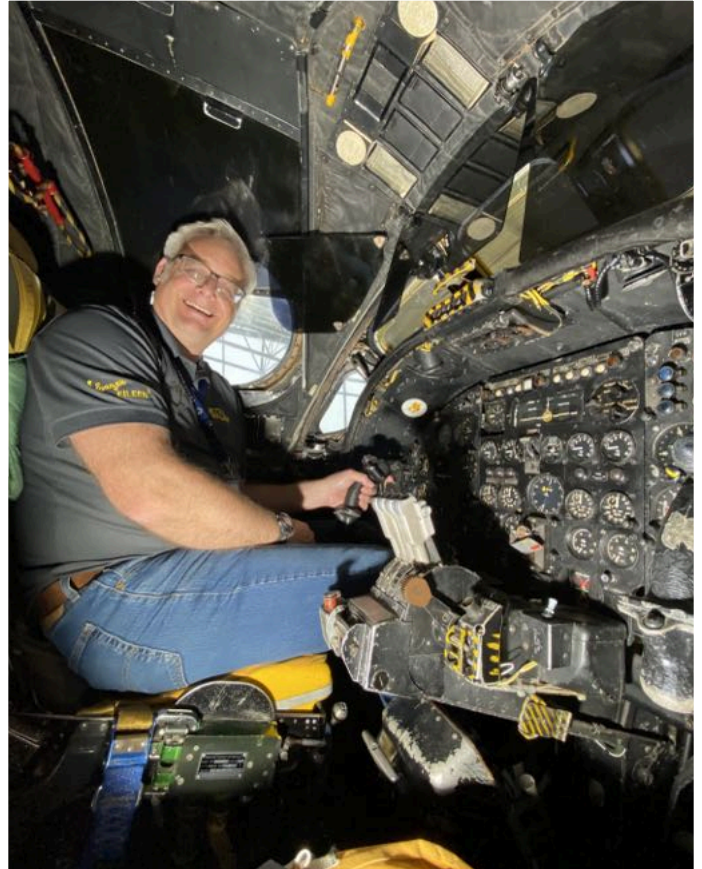
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SICs:	John Dodd, Will Miton, Eric Zipkin, Luc Zipkin
Crew Chiefs:	Bob Creter, Luke Hedin, Dixon Kenner, Bob Sabbatino
Merchandise:	Gary Houghton,
Other support:	Clara McGee, Sarah McGilly

Ref: <https://vintageaviationnews.com/warbirds-news/duxford->



IMW, Duxford, England



Legacy 24 - Normandy Operations

Normandy and the 80th anniversary of D-Day was the core of Placid Lassie's mission to England and Europe, and despite all of the other pages of activities, the numbers and pace of operations was inspiring. A third of the flown sorties are associated with Normandy. This was the time when the maximum number of volunteers were over, and they were all needed. That three aircraft had mechanical issues and were unable to join the squadron at North Weald meant their load would need to be shared by the C47s present.

Activities associated with Normandy started on the first of June and lasted to the tenth of June. From the first day, the pace quickly accelerated. On the second there were cross channel drops where Lassie left from North Weald, loaded troops at Duxford, and dropped them on Normandy, where they were met by French Customs officials, to which one veteran quipped "You weren't here the last time I dropped in!"

There were over twenty sorties associated with the Normandy operations, from both North Weald and Duxford, and then afterwards, when Lassie and the D-Day Squadron relocated to Cherbourg for the balance of the operation. Sorties included dedicated drops for the US Rangers (See Maxwell) as well as many, many drops for the Round Canopy Parachute Team (RCPT). Sorties could include upwards of an initial drop, followed by one or two more hot loads in Caen or Cherbourg, before stopping for



a break for lunch, and then repeating. All in all, there were over thirty sorties associated with Normandy. This made for a busy time for the crews were where rotated through in a fashion to give everyone a chance to participate in the jump operations. It is safe to say that Lassie dropped nearly a thousand re-enactors and military.

There were opportunities to fly in formation with USAF C130s. There were at least nine of them based at Cherbourg, where fights or three or four were continually sorting out and flying the beaches. C47s in formation with C130s made for great photos.

A large team meant that the volunteers were spread across four different locations. Sherry Fuller did an excellent job organising all of the accommodations and sorting things during a very busy time for Lassie and the attending volunteers.

Crew Attending:

PICs: Garrett Fleishman, Mark Simmons, Ben Smith, Iain Wayman, Eric Zipkin

SICs: John Grones, Will Miton, Ben Smith, Iain Wayman, Justin Zgoda, Eric Zipkin, Luc Zipkin

Crew Chiefs: Bob Creter, Dixon Kenner, Luke Hedin, Clara McGee, Maria Meyer, Roy Williams,

Merchandise: Gary Houghton,

Ref: <https://www.youtube.com/watch?v=Duj8tFm5elc>



North Weald, England, Cherbourg France



Legacy 24 - Salis Flying Museum, France

Between all of the operational intensity of all of the drops in Normandy, and the subsequent 75th Anniversary event in Weisbaden, there was some down time. Eric Zipkin had arranged for the D-Day Squadron, Lassie and the crew to take a break at a small airshow opportunity at the Salis Museum at La Ferte-Alias south of Paris.

This gave the crew some time to relax, take in a small museum with quite a few pre-War French aircraft. In fact, the Salis Flying Museum hosts some seventy aircraft, all of which fly. They also have the only flying JU-52 in the world, and that went off for some flying in formation with Placid Lassie for the assembled photographers.

This visit was also done in conjunction with a gathering of the French Wing of the Confederate Air Force, who were there for a couple of days.

There was one flight taken while there. From La Ferte to Melun Villaroche, where Chalair has a presence. There we saw some of the other planes owned by Chalair, as well as some intriguing parts of a Waco CG4 Glider. There was much discussion surrounding this initiative by Chalair to hunt down parts and pieces, as well as the plans for the gliders that Placid Lassie would have towed during the War.



One of the major undertakings at La Ferte-Alias was undergoing a Phase 2 check to maintain Lassie current with all of the regulations. Led by Clara McGee, a team of six people tackled various aspects of the Phase 2 requirements. One pair took on Eager Eileen, another Idling Ada, and a third took on all of the rest of the requirements associated with the rest of the aircraft. It was done in a day and Lassie was good for another fifty hours!

This gave a number of the extended crew for Lassie to take a day and go visit Paris, which was enticingly close, only some twenty miles to the north of the air strip.

Crew Supporting Placid Lassie:

PICs: Iain Wayman, Eric Zipkin

SICs: Billy Janus, Justin Zgoda

Crew Chiefs: Clara McGee, Maria Meyer, Bob Sabitino

Merchandise: Gary Houghton,

Docents, Support: Garrett Fleishman, Dixon Kenner, Josh Miller, Hughes Portier, Ben Smith, Ben Zipkin, Luc Zipkin

Ref: <https://www.aerobuzz.fr/breves-aviation-generale/des-c-47-americains-a-la-ferte-alais/amp/>



La Ferte-Alias France



Legacy 24 - 75th Berlin Airlift Anniversary

Legacy'24 was built around two main events. The first was obviously the 80th anniversary of D-Day. The second is the 75th anniversary of the Berlin Airlift. This year, the celebrations were a bit mooted when compared to 2019. Events to the east taking up attention and distracting from this anniversary.

Placid Lassie and the D-Day Squadron arrived in Wiesbaden, ready to participate in the celebrations. The Army base has gone to great lengths to organise an impressive event, with everything from entertainment, to food vendors, to military equipment exhibits to aircraft on display for the public to see. It was all very well done.

At Wiesbaden, Placid Lassie and the DDS planes were lined up on the grass near the tarmac. This allowed for the aircraft to be watched from a safe distance while loading paratroopers, as well as people coming to see the planes in-between activities. Lassie was quite popular, the docents well versed in the history of her career over the past eighty plus years.

Placid Lassie and That's All Brother would drop, both American and German, paratroopers on the Army base, as well as two rounds of candy. The first day, each plane was given two yellow garbage cans filled with Jelly Belly candies, each with a parachute and a paratrooper. The second, four trash bins were loaded onto



each plane. A note: While it seems to be a simple process to drop a lot of candy from a C47, the execution is slightly trickier. Emptying one container upstream from the second can result in quite a few parachutes flying right back into the plane. Go too high, and you risk losing the yellow container into the air stream. Though, of some eighteen trash bins emptied over the two days, only one bin exited a plane. We could have used the chicken deployment system developed for Easton.

For those on the planes, after the candy drop, it was a leisurely flight down the Rhine for a while, as the children burst across the airfield

looking like a hoard of army ants covering the field. It was very scenic!

Unfortunately, unlike in America on military installations, the D-Day squadron was not permitted to sell merchandise.

Crew Supporting Placid Lassie:

PICs:	Garrett Fleishman, Iain Wayman
SICs:	Billy Janus, Justin Zgoda, Eric Zipkin
Crew Chiefs:	Ed Bakos, Clara McGee
Merchandise:	Gary Houghton

Ref: <https://www.stripes.com/theaters/europe/2024-06-16/wiesbaden-berlin-airlift-anniversary-halvorsen-14198150.html>



Wiesbaden, Germany



Legacy 24 - The Placid Lassie Boogie, Tannheim

Tannheim was the last major piece of the Legacy'24 tour where there was significant numbers of people supporting Lassie in her mission. Tannheim is a lovely grass strip near Memmingen in Bavaria. This small airport is also host to Skydive-Nation, a combination skydiving school, hub, and drop zone "Flying Bones", and for the second time they organised the "Placid Lassie Boogie".

Tannheim featured an arrival that could not be beaten. While no marching band was there, the local mayor was, we were met with full steins of cold beer, speeches, and incredible enthusiasm and warmth. Lassie was a true celebrity.

The first day was one of a lot of lifts. Over a hundred and thirty skydivers had travelled from nine different countries to be at Tannheim for the Placid Lassie Boogie. The rare opportunity to jump out of a genuine veteran C47 was a huge attraction for skydivers. Add to this, hundreds and hundreds of visitors who have come to watch the skydivers coming down.

The several day festival had a consistent theme. Jumpers would manifest and gather at the drop zone, be manifested and shuttled to the nearby airport in Memmingen. Lassie would take off for Memmingen and load skydivers there, using the much longer runway for the twenty five plus skydivers on Lassie.

From there, it was a gentle climb from ground level up to roughly



9,500 feet where the skydivers would leap out of Lassie. Once out, there was a leisurely descent back to Memmingen to hot load another group. Repeat, then return to Tannheim for lunch, then go back and repeat the former all over again for the afternoon.

One should note, that while Lassie was the star of this boogie (a skydiving term for a meet, or jump fest), the skydivers were also using an Antonov AN-2 and a Porter, so there was a regular rain of skydivers coming down.

Much credit should also go to Richard Osborne, who was instrumental in helping Placid Lassie visit Tannheim in 2019, and again getting it on our, and Skydive Nation's calendars for 2024.

Crew supporting Placid Lassie:

PICs:	Garrett Fleishman, Richard Osborne, Iain Wayman, Justin Zgoda,
SICs:	Billy Janus, Richard Osborne, Ben Smith, Luc Zipkin
Crew Chiefs:	Ed Bakos, Maria Meyer, Justin Zgoda, Luc Zipkin
MX:	Clara McGee
Merchandise:	Gary Houghton, Dixon Kenner

Ref: <https://www.skydivemag.com/new/placid-lassie-boogie-unique/>

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Allgäu-Rundschau

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Ein Weltkriegs-Veteran: Die „Placid Lassie“ gastiert derzeit auf dem Flugplatz der Familie Dolderer in Tannheim nahe Memmingen. Das Flugzeug mit 2400-PS-Motoren wurde in Long Beach gebaut und startete vor 80 Jahren in England als Teil der alliierten Invasion in Frankreich. Die Maschine kam jetzt von New York über die Normandie und Paris ins Allgäu. Am Dienstag nahm Flugkapitän Richard Osborne (rechts) fünf Gruppen der Fallschirmspringer „Flying Bones“ auf und setzte sie in 2500 Meter Höhe ab. Am Mittwoch wiederholt der 78-Jährige das Programm. (Fotos: Ralf Lienert)

Experten im Mordprozess uneins
Memminger Landgericht: Streitfrage um Feuerursache

Memmingen Im Memminger Prozess, in dem es um den Verdacht des Mordes geht, standen am Dienstag zwei Fragen im Raum: War es ein Glühbirnenbrand oder offenes Feuer? War es Brandstiftung oder ein Unfall? Die teils unterschiedlichen Antworten von zwei Gutachterinnen des Landeskriminalamts (LKA) und einem Gutachter der Uni Wuppertal be- und entlasten die angeklagte 34-Jährige, die beschuldigt wird, ihren Mann getötet zu haben. Der war im Mai 2023 in der gemeinsamen Wohnung an einer Rauchgasvergiftung gestorben. Während es der Fachmann von der Uni für wahrscheinlich hält, dass er mit einer Zigarette in der Hand eingeschlafen und so ein Glühbirnenbrand entstanden ist, kommt eine LKA-Expertin zu dem Schluss, dass es wohl ein offenes Feuer gegeben hat, das nicht durch eine Zigarette entstanden ist. Einen ausführlichen Artikel lesen Sie in der morgigen Ausgabe. (abz)

Tannheim, Germany



Legacy 24 - Sywell Airshow, June 22nd & 23rd

Sywell was a last minute addition to the Legacy'24 schedule when R4D experienced engine troubles at Oxford on the eve of the launch to Europe. R4D was scheduled to be at Sywell on static display, and when they bowed out, the Foundation stepped up and took their place, ensuring that the C47 would be represented at the air show.

Until the last minute, we were unsure of our role. Was there flying? Was it static only? We arrived expecting to be on the flight line, and away from the crowds of people. Imagine our surprise when we came to a stop on the taxiway, shut down, and then were towed to a prime location, on a circle of grass, just ahead of the hangars and between the food vendors and the merchandise tents.

The event proper was thus a static show. Unbeknownst to us, and our experiences at North American airshows, it seems to be common in the UK to charge people to get up into various aircraft. Many asked us if we were charging, or how much it was to get up and see Lassie. Our response was that it was nothing, we would be pleased if they came up and took a look.

For fun, over the two days that we were at Sywell, the docents who spent a little time in Lassie (Barry, Dixon, Ed, and Justin) kept track of the number of visitors throughout the days, but for a one our break. Even still, the total surprised us. Just one one



thousand people stood in line and went up into Lassie, most asking questions about her history and career, though with an emphasis on the North Atlantic crossing, which seemed to fascinate many. There were many more who looked in, but were distracted by other shiny flying things (nine Spitfires anyone?) and moved on to look at them.

Yet, from the show opening in the morning, to well after the gates closed for the day, there was a constant line of people waiting to get up and see Lassie. Unfortunately, because of the ferry tanks, the cabin was blocked off at the front of the back row of seats, just aft of the ferry tanks, yet far

enough forward for parents to take pictures of their children through the open emergency exit. This limited access helped speed the number of people through Lassie during the day

Crew supporting Placid Lassie:

PICs:	Justin Zgoda,
SICs:	Billy Janus,
Crew Chief:	Ed Bakos, Dixon Kenner
Merchandise:	Barry Enis, Gary Houghton

Ref: <https://www.europeanairshows.co.uk/reviews/sywell-airshow-weekend-2024>



Sywell Aerodrome, England



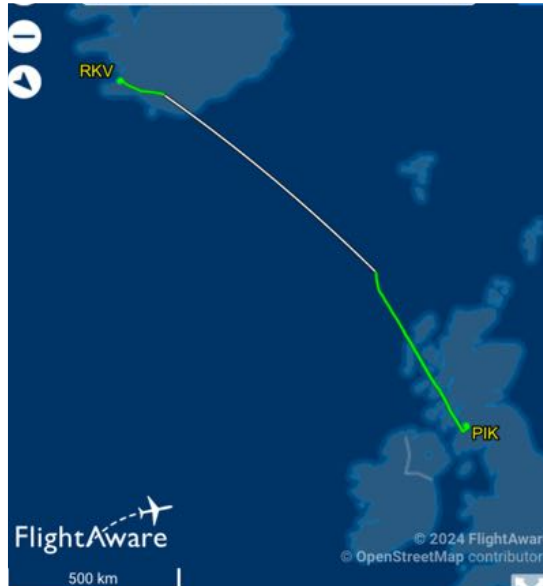
Legacy 24 - The Return

With Sywell finished, the return to Poughkeepsie was to be more ambitious than the flight over. An early rise on Monday has the crew out to Lassie and ready to roll at eight AM for an eight thirty arrival at North Weald. There, a bowser was supposed to be waiting to fill the ferry tanks as well as bring the mains and aux tanks to full. As previously noted, the bowser at North Weald is not the fastest, and it was slow.

Lassie got off the ground at roughly eleven AM for a two and a half hour flight to Prestwick Scotland. Unlike the flight down to North Weald six weeks earlier, the weather co-operated and Lassie was able to fly VFR all the way north, giving an excellent view of the green and pleasant fields below. Prestwick was a quick stop for refuelling, and shortly thereafter, she was off again for Reykjavik.

The next leg was where things began to get cold, though slightly warmer at 8,000 feet. We arrived at 7:15 local time. It had been a long day, and with the promise of a bowser for fuel tomorrow morning at eight, we opted to go to the hotel for dinner and a well deserved rest.

The next morning things did not go as smoothly. The bowser at Keflavik was experiencing mechanical problems, and after many an excuse, we opted to taxi over to the nearby fuel pump. Unlike Western, we filled at sixteen gallons per swipe, we got eleven



gallons per swipe. Filled, and we were off at around two local time for the long flight to Goose Bay. This time it was colder, with the OAT gauge reading -50c as we passed by the southern tip of Greenland, which was anything but. Hand warmers were quite helpful, though Billy had electric socks to help keep his toes warm.

Goose Bay to Oxford was more comfortable and we were off after taking a look at the water bombers at the airport that has been dealing with a significant forest fire near Churchill.

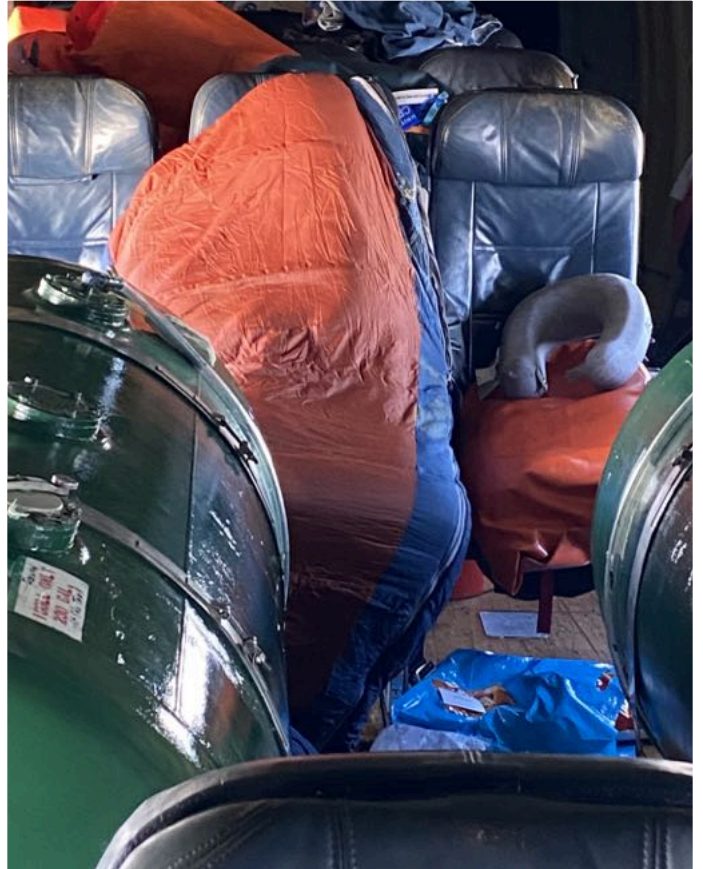
Arrival at Oxford was quite a change from the previous couple days of freezing, or cool temperatures. Hot did not begin to describe it, but it was a brief stop, clear Customs, get the carnet stamped, and head for Poughkeepsie where we could unload, put Lassie to bed after some forty eight days of adventure and bid the mission good bye. For those curious, in early May, over an Ops meeting, we guessed at 57 flight cards for the entire mission, inclusive of all of the drops that were expected. The total at the end? 66 flight cards, or individual sorties where engines started and stopped

Crew Attending:

PICs:	Justin Zgoda,
SICs:	Billy Janus,
Crew Chiefs:	Ed Bakos, Dixon Kenner
MX:	Barry Enis



Sywell to Poughkeepsie NY



Please Donate

The Tunison Foundation, a 501(C)(3) nonprofit organization, operates its WWII, C-47 Placid Lassie to remind and educate people about WWII. Our core goal is to inspire and educate our visitors by telling the amazing history of our aircraft. We do this in several ways:

By appearing at air show fly-overs, memorial flights and fly-in events across the nation;

By acting as a platform for paratroopers to re-enact jumps across the country, whether at commemorative events, airshows, or large re-enactments

By leading flights that commemorate significant episodes of WWII history, such as our commemorative flight to Normandy to honour the 75th Anniversary of D-day in 2019 and the 80th next year..

Fewer and fewer World War II veterans remain with us. Today's youth know little about the events of 1941-1945.

Through our aircraft, the Tunison Foundation ensures that young people discover the impact of World War II upon global freedoms, and also commemorates the brave soldiers of the Greatest Generation. Your donations are crucial to these endeavours!

Tunison Foundation is a nonprofit historical organization which relies on public and private donations. Please consider making a financial contribution to help keep the restoration going and to ensure she flies for years to come fulfilling its greatest mission yet.

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