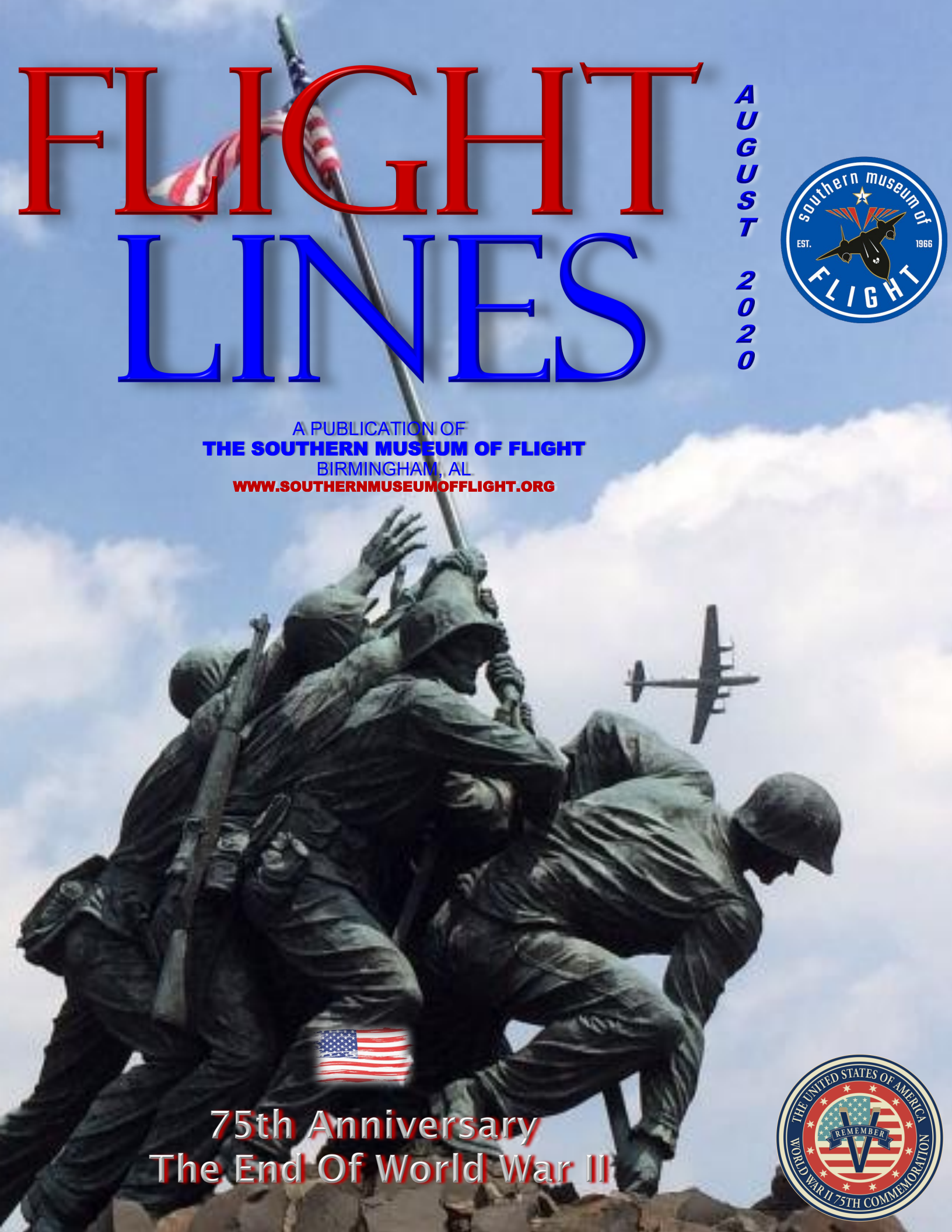


FLIGHT LINES

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75th Anniversary
The End Of World War II





THE 75th ANNIVERSARY

A Tribute To So Many



On May 8, 1945, Winston Churchill announced that the Allies had secured Victory in Europe (V-E Day). Later that year, Japan would finally surrender (V-J Day), and World War II would end. It's hard to believe but 2020 will mark the 75th Anniversary of the end of the war.

Known as the "Greatest Generation", World War II veterans made incredible sacrifices and did so without expecting any honor in return. Yet, it is so important that the veterans are honored along with their families, as well as those who made great contributions to the war effort here at home.

As our veterans continue to age, more and more of them are lost every year. We lose not only stories and memories but a constant reminder of those who served in ways some will never know. We also lose the chance to say, **Thanks !**

President Trump signed the 75th Anniversary of World War II Commemoration Act which ensured the country could properly recognize our veterans, educate the public about the history of World War II, as well as honor allies who fought alongside our service members to win the war.

Commemorations will honor the 16 million Americans who served during the war, even as only a small share of those veterans are alive today. About 300,000 U.S. World War II veterans are alive in 2020.

Of the 350,000 women who served in the U.S. Armed Forces during the war, about 14,500 are alive today.

Living World War II veterans are spread around the country, and the most populous states have the largest numbers. Most living veterans are in their 90s, though some are considerably older.



Rosie, The Icon

Rosie the Riveter is just about as good and iconic a mascot as one could find. With the simple motto of "We Can Do It!", Rosie the Riveter's message was full of determination and optimism. She was the embodiment of more than 310,000 women who joined the aircraft industry during the height of World War II.

These women were known collectively as "Rosies," and the work done by them dramatically improved wartime production and allowed more men to serve in the military instead of staying at home working in the factories. The willingness of so many strong women to take on the hard labor jobs was praised the nation over, and the image of Rosie the Riveter soon became an icon and has continued to be a symbol of strength and empowerment for women in life and in the workforce ever since World War II.



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

The Association's Founder

The American Rosie the Riveter Association was founded on December 7, 1998 by Dr. Frances (Tunnell) Carter of Birmingham, AL, to honor the working women of World War II.

Dr. Carter was inspired to start ARRA after she and other real-life Rosies were invited to share their experiences with Franklin D. Roosevelt. After hearing the different stories, "We decided we had a legacy to leave and the best way to do it was to form an organization." After the association's founding in 1998, it had its first annual meeting in Warm Springs, GA on June 12, 1999. The association of more than 6,000 members is important because it recognizes those who played a pivotal part in the war. All women, or descendants of a woman who worked during World War II or otherwise contributed to the war effort, are welcome to join the association. Just visit the American Rosie the Riveter Association's website at www.rosietheriveter.net,



Dr. Carter began working in 1942 at the Bechtel-McCone-Parsons Airplane Modification Plant in Birmingham, on B-29 bombers. After the war, she became a professor at Samford University.



National Aviation Day

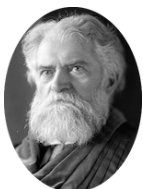
National Aviation Day is held each year on August 19th. The holiday was established in 1939 by Franklin Delano Roosevelt, who issued a presidential proclamation which designated the anniversary of Orville Wright's birthday to be National Aviation Day. Orville Wright was still alive when the proclamation was first issued, and would live another nine years.

This day should make us stop and think about the power of flight. Yet, some scientific and technological marvels become so commonplace that we seldom take the time to re-examine their revolutionary impact with an open and inquisitive mind.

In just a handful of generations, aviation went from pure, pie-in-the-sky speculation to a mundane reality that inspires about as much wonder as a trip aboard a Greyhound bus.

It's that ho-hum attitude to the miracle of flight that makes National Aviation Day such an excellent national observation.

Many of the mechanical, technological and scientific breakthroughs in space travel would be unthinkable without the advancements inspired by the Wright Brothers' original experiments on a sandy strip of North Carolina coastline. The National Aviation Day proclamation invites *"the people of the United States to observe National Aviation Day with appropriate exercises to further stimulate interest in aviation in the United States."*



Flight by machines heavier than air is unpractical and insignificant, if not utterly impossible.
— Simon Newcomb, 1902

A Featured Artifact: The Cumulus 2F - Serial 2



The Cumulus 2F is a West German high wing, strut-braced single-seat, glider that was designed by Gerhard Reinhard for amateur construction. Reinhard developed the Cumulus shortly after the World War II, first flying it in 1951. Reinhard designed the "Cumulus", comprising a steel tube structure fuselage, combined with "Grunau Baby" wings. The successful Grunau design of Edmund Schneider had inspired many other related designs. The usual airbrakes in the wings have been replaced by two hinged flaps moving outward, located at the end of the fuselage, underneath the tail plane.

The aircraft is built with a welded steel tube fuselage and wooden-framed wings, all covered in doped aircraft fabric covering. Its wing span is supported by a single strut per side. The landing gear was originally to be a simple skid for both take-off and landing, but incorporated a monowheel instead. This glider is Serial No. 2 of the approximately 10 that were constructed.

In 1999, the museum acquired this very desirable and valuable glider through the generosity of Robert Gaines with the Vintage Sailplane Assoc. The Cumulus had originally been located in Poland and Germany before being purchased in 1994 by a South Carolina individual who sold it to Gaines.

The museum is proud to display this unique glider. Look overhead in the South Wing Hangar during your next visit!





HISTORIC AERIAL PARADE



The 75th Commemoration of the End of World War II is mandated to achieve the following goals:



- To thank and honor veterans of World War II, including personnel who were held as prisoners of war or listed as missing in action, for their service and sacrifice on behalf of the United States and to thank and honor the families of these veterans
- To educate the public about the history of World War II and highlight the service of the Armed Forces during World War II and then contributions of federal agencies and governmental and non-governmental organizations that served with or in support of the Armed Forces
- To pay tribute to the contribution made on the home front by the people of the United States during World War II
- To recognize the contributions and sacrifices made by the allies
- To remember the Holocaust

Approximately 100 World War II aircraft will take to the sky in historically sequenced warbird formations. These formations will fly over the Washington Mall in two minute intervals. The formations will represent the War's major battles, from Battle of Britain through the final air assault on Japan, and concluding with a missing man formation and aircraft representing the United States and the British Commonwealth and other key allies, documenting the major battles of the global conflict.

Over a period of five days, inclusive of the flyover and international ceremony held at the World War II Memorial, education and public programming will honor veterans, inspire youth, and remind the world of the commitments to global peace and friendship that followed World War II.

On the evening before the flyover, a Victory Gala will honor our nation's Greatest Generation and set the scene for the historic event the next day over the Nation's Capital. A distinguished panel of World War II veterans that include Tuskegee Airman Brig. Gen. Charles McGee, Colonel Bud Anderson, the highest scoring living World War II Ace with 17^{1/4} victories, and Lieutenant Colonel Robert Vaucher, who led more than 500 B-29 Superfortresses over Tokyo Bay, during the signing of the Japanese surrender. These veterans will be interviewed on-stage by award-winning broadcast journalist David Hartman.

More than 20 different types of vintage military aircraft are expected to participate in the flyover. Aircraft are being provided by multiple organizations and individuals whose mission is to preserve these historic artifacts in flying condition. Some of the historic aircraft expected to participate include the P-40 Warhawk, P-39 Airacobra, P-38 Lightning, P-51 Mustang, P-47 Thunderbolt, F4U Corsair, B-25 Mitchell, B-17 Flying Fortress, B-29 Superfortress, and many others.

During the 45 months that the U.S. was involved, more than 400,000 servicemen would pay the ultimate price for freedom. Meeting death on the ground and in the skies over war-torn continents, or in the seas between them, the cost of ultimate victory must never be forgotten.