Doc’s New Home

Helping to preserve our country’s aviation history for future generations through educational programs and remembrance.
CEO Updates

By Tony Mazzolini

Doc Update
Finally, there is light at the end of the tunnel for Doc. The long awaited status and story on Doc is on page three of this newsletter. It was well worth waiting for as Doc is now in very good hands and is on its way to finally be restored within the very near future.

USAM - NEO Update
Local USAM volunteers participated in the IX Center’s Piston Powered Auto Rama. A few thousand people attended this show and it gave us the opportunity to promote our annual Gathering of Eagles Air Show.

USAM - NEO Activities Calendar
- International Learn to Fly Day at Lorain County Airport - May 19th
- Gathering of Eagles Air Show – July 13th – 14th
- Annual Chili Dinner – August Date TBD

Thanks to all our USAM and Doc volunteers for their hard work. We’re all looking forward to getting back to what we do best...finishing our restoration project, “Keeping the Memory Alive” and preserving our aviation history!!!
Doc Update

After a very long wait we can now see light at the end of the tunnel for a Hangar and the completion of Doc’s restoration. Because of business priorities which have caused a shortage of hangar space and local support, Doc had been in a “storage status” for several years. Our plea for help and assistance during that time was put on hold until business priorities and hangar space became available. As a result our web site just had marginal updates in spite of the smaller projects being worked on off site for the airplane.

During these past six years we have worked continuously on the restoration of various other components that eventually would be installed on the airplane. We have completed the restoration of the outer wing panels in Newton Kansas, the Superchargers – (still in progress), Gun Mounts, Gun Sights, cannibalizing of some donor wing components, etc. extra spare parts, machined the desperately needed Spar Cap for the right wing. Additionally, we have had Doc on display at the Kansas Aviation Museum as well as McConnell Air Force Base for a few select events and open houses...

Unfortunately, during this same period of time, we have lost several of our Doc restoration team members who wanted so badly to see Doc fly once more. While time is passing by so swiftly, time is also running short for the majority of our aging Doc restoration volunteers. By the way, a few of our current Doc restoration team have actually worked on the Boeing Wichita B-29 production line building the B-29’s, (including Doc) during WWII.

We were very proud to have been able to bring Doc back home to Wichita back in May of ‘2000. I knew that Boeing and the community would be very happy to see a part of Wichita’s history once more. As Dorothy said, “there’s no place like home”! And we, on the recovery team, which included the volunteer recovery team members from Ridgecrest and Inyo Kern California and our Wichita restoration team, are extremely proud of our accomplishments to date.

Many of our plans for the future of this airplane were based on several considerations. We wanted to make sure we identified the ideal home base for the airplane. Within a couple of months after arriving in Wichita, with the outpouring of volunteers and an extraordinary resources and talent base, we knew that Wichita was the one and only place to home base this airplane. Additionally, we wanted to make sure we were assured of ongoing maintenance support after the restoration to airworthy status to support the plane in the out years.

Additionally, we knew also that we needed to develop and train a younger generation in the areas of ongoing maintenance and flight proficiency. We have developed and fine tuned a ground school training program and conducted a couple of classes over the years in preparation for Doc’s eventual flight.

This venture of search, lengthy approval process and barter, recovery and restoration has now spanned over twenty-six years and we now need to expedite any and all resource opportunities available to complete this historic project. To that end, we have met with a few business leaders in Wichita Kansas who have a very strong interest in Doc and are willing and excited to help make the dream of a home for Doc in Wichita become a reality.

We have always felt that Wichita would be the natural and ideal location for Doc to reside. It has been our desire to make the place of Doc’s birth the permanent home base for a multitude of reasons, the climate, resources and vast aviation talent base, which is unmatched, in our estimation, by any location anywhere in the country today!

This airplane, to our knowledge, is the last known restorable to flight Boeing B-29 Superfortress in the world and it will certainly command much national attention and visitors annually. We’ve had several Bomb Groups host their reunions in Wichita in the past and took advantage of visiting this plane while under restoration; many more groups will now come and take the opportunity to visit in the future just to see Doc!

Our ongoing talks with this select group of Wichita Business Leaders have now led to the formation of a new nonprofit organization called “Doc’s Friends”! With the caliber of individuals represented in this newly created organization we now have the comfort level and assurances of the necessary resources to finally complete the restoration within a short term. “There is finally light at the end of the tunnel and the time line towards restoration completion is within sight”.
For these reasons we have now decided to donate this aircraft to this group and the Wichita Community. This “National Treasure” will be a symbol and remembrance of Wichita’s, and our Country’s rich aviation history during the WWII time period.

Our restoration team is very anxious to get back to work, completing this project and getting Doc back into the air for the world to see. I personally, am very excited about this arrangement as we now have the commitments to finally see our dream become a reality! I and select members of USAM will continue to be personally involved and oversee the project from restoration through the flight test process and touring of this aircraft. We’re all looking forward to seeing Doc tour the country for the people to see. It will be a fitting tribute to our veterans who severed, the home front workforce who put forth endless working hours and their families of that WWII time period. We want to keep the spirit and memory alive by having this “flying museum” tour the country so that people can have an “up close and personal experience” for all people to see and appreciate.

As of this writing, Boeing has donated the Northwest Hangar to us for two years to complete the restoration. Arrangements and purchase orders for Engines overhauls and construction of new fuel tanks have been initiated. The plane is now back on jacks, laser beam leveled and the spar is being installed as we speak!!! That’s the kind of support this new board is making happen!

The United States Aviation Museum (USAM) will still continue to help support this project to the extent possible through soliciting contributions, volunteering restoration support, flight and promotion of the aircraft. All previous donations to the Doc restoration have now been forwarded to the new “Doc’s Friends” nonprofit organization. A form is published within this newsletter for you to make direct contributions to the “restoration program”. Or you can continue to mail in contributions to USAM and we will note and forward to Doc’s friends. We are so appreciative of all past support and contributions which have helped us get to this point in time.
PX Merchandise
(Contact Loretta Shark 316-685-6740, or Email: sharkl@cox.net)
2028 Brentwood, Wichita, Kansas 67218
Doc Model highly detailed
With Boeing’s specific Production “Doc” Data Plate
Special Pricing: $175.00
Scale: 1/72 scale model
Wing Span: 23.75
Length: 17

Adult Tee Shirts and Hats (Contact Loretta Shark for information, pricing, etc. 316-685-6740)

Dog Tags Orders: (Contact Jack Krause 440-944-3518, or Email: sauerkrause@att.net)
29001 Chesthaven, Willowick, Ohio 44095
Dog Tags are still available
One Tag = $5.00
Two Tags = $8.00
24” Chain = $1.00
4.5” Chain = $0.50
One Rubber Silencers = $0.50
Two Rubber Silencers = $1.00
Shipping = $0.88

Reproduction of the original B-29 “Horn Button” – Pricing, $45 total; (Contact Loretta Shark 316-685-6740, or Email: sharkl@cox.net)
Doc sports a new Bombardiers gun sight mounting bracket
Here are some pictures of the new bombardier's gun sight mount that was totally machined by the Spirit AeroSystems Machine Shop made for us from the original engineering drawings. It's absolutely beautiful workmanship!!! We can't thank Spirit AeroSystems enough for the support on this newly manufactured gun sight.

Aviation Careers – Training the next generation
If you or someone you know are interested in a aviation career you should take a look at one of the Country’s most advanced Technical Colleges...You may want to consider;

National Center for Aviation Training – (NCAT) Wichita Area Technical College
4004 N Webb Rd, Wichita, KS (316) 677-9400 · watc.edu, Degree and Certificate Programs

Degree and Certificate Programs
Choose from a variety of Aviation degree and certificate programs to begin your path towards becoming a skilled professional in an aviation-related field. Attend classes at our state-of-the-art campus, the National Center for Aviation Training (NCAT), to receive a quality training experience that will prepare you for your career in Aerostructures, Avionics, and Composites or even as an FAA approved Aviation Maintenance Technician.

Choose from Associate of Applied Science (AAS), Technical Certificate (TC) or Certificate of Completion (COC) in the list below to get program features that include career outlook, program cost, credit hours, required courses and admission requirements. Or check out any of our over 75 Programs of Study to find the right program for you!

<table>
<thead>
<tr>
<th>Program</th>
<th>AAS</th>
<th>TC</th>
<th>COC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aerospace Coatings and Paint Technology</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aerospace Manufacturing Technology</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aerospace Manufacturing – Assembly Mechanic</td>
<td></td>
<td>TC</td>
<td></td>
</tr>
<tr>
<td>Aerospace Quality Control</td>
<td></td>
<td>TC</td>
<td></td>
</tr>
<tr>
<td>Aviation Maintenance Technology</td>
<td>AAS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aviation Maintenance Technology – Airframe</td>
<td></td>
<td>TC</td>
<td></td>
</tr>
<tr>
<td>Aviation Maintenance Technology – Power plant</td>
<td></td>
<td>TC</td>
<td></td>
</tr>
<tr>
<td>Avionics Technology</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Composite Technology</td>
<td>AAS</td>
<td>TC</td>
<td>COC</td>
</tr>
<tr>
<td>Composite Technology - Fabrication</td>
<td></td>
<td></td>
<td>COC</td>
</tr>
<tr>
<td>Composite Technology - Repair</td>
<td></td>
<td></td>
<td>COC</td>
</tr>
<tr>
<td>Nondestructive Testing – Introduction to</td>
<td></td>
<td></td>
<td>COC</td>
</tr>
<tr>
<td>Nondestructive Testing</td>
<td></td>
<td></td>
<td>COC</td>
</tr>
<tr>
<td>Nondestructive Testing – Advanced</td>
<td></td>
<td></td>
<td>COC</td>
</tr>
</tbody>
</table>
Wichita: Aviation Training Capital of the World

From aviation maintenance to composite materials, robotics technology to aircraft completion, NCAT will deliver training for a wide range of jobs critical to all phases of aircraft manufacture. Programs include certificates of completion, technical certificates and associate of applied science degrees.

- Aviation Maintenance Technician
- Manufacturing Specialist
- Avionics Technician
- Robotics Technology
- Composite Materials Technician
- Quality Technician (Non-Destructive Testing)
- Aircraft Completion
- Welding
- Machining
- Mechanical Design
- Torque Certification
- Aerostructures
- Advanced Coating and Painting

- It’s possible to design and build a complete jet without leaving NCAT.
- Hands-on training with state-of-the-art aviation and manufacturing equipment.
- Featuring composites materials lab and autoclave to heat-cure aviation plastics.
- Jabara Airport location allows ready access to aircraft for hands-on training.
- $50 million campus offers capacity to train up to 1,500 students.
- Employer-driven programming ensures adaptation to industry needs.
- 40% of Wichita aviation workforce is eligible to retire in the next five years.

A Place to Take Off

WATC’s state-of-the-art campus is a place to find answers. For the young student who wants a great job and a rewarding career. For the mid-career worker looking to move up to a more challenging opportunity or for re-training to meet the demands of an ever-changing industry. For the aviation company searching for bright, capable employees well trained on the latest equipment and in the most up-to-date procedures.

Public-Private Partnership

The 224,000 sq. ft. facility will provide for significant growth capacity for students to engage in aviation and advanced manufacturing training along with strong FAA involvement and support. The most unique partnership is the joining of Wichita State University’s National Institute for Aviation Research (NIAR) and WATC to provide workforce training and specialized training as we combine research and training opportunities for our students and the aviation industry.

Teamed With National Institute for Aviation Research

At NCAT we will be able to grow our position as a global leader in aviation research through NIAR and provide flexible, business driven, high-tech training to meet future skilled workforce needs from WATC. Students will have the opportunity for hands-on application and learning with research students as they develop new practices for the aviation industry.

Pictures of the recent tour around the facility which offers an array of modern technology in aviation related processes and systems.

Modern numerical control machines

Special heat treating and pressure chambers

Electronic “White Boards”

Large Class Ampatherer for special presentations
Large Class Rooms

Larger and well equipped Classrooms

From inline, to Radials to Jet Engines are part of the Technical education Certification Programs here

State of Art Reverse engineering technology

Endless rows of Tool Boxes

Testing and Grading Processes

National Center for Aviation Training - Wichita Area Technical College
4004 N Webb Rd, Wichita, KS (316) 677-9400 · watc.edu, Degree and Certificate Programs
Words of Wisdom: “There is no greater treasure than a good friend”!

From Flight Operations – By; Dick Markgraf

Just got home from Wichita, Tony, Cliff & I spent the entire week there for meetings and the press conference which was on March 11th. I can’t tell you how excited we all are; checkout the press release at Doc’s website B-29doc.com  Doc is now back in the Boeing hangar, it’s all ours until the end of 2014. The Only access to the hangar is by a “Doc ID Badge” issued by the Spirit security office. We even have our own entrance and parking lot.

SECURITY, SECURITY, SECURITY, We are a guest of Boeing and Spirit AeroSystems in an area surrounded by very tight security, we have to follow their rules and not violate secure areas, we have ONE entrance door for our use other doors are for emergency use only.

IF YOU USE ONE OF THE EMERGENCY DOORS YOU HAD BETTER BE ON FIRE OR DEAD, IN EITHER CASE YOU WILL BE PERMANTLY REMOV ED FROM THE DOC PROGRAM. By the way, DOC's new office phone number is 316-523-9972.

Jim Murphy, the Doc Program Manager for Spirit is our Program/Project mgr, TJ Norman a Boeing manager is our Operations Manager, and they are both very excited about Doc and have set the goal of 2014 for completion of restoration. After that we will start flight operations, we have a long way to go and a short time to get there...but we will!

Flight-Ops. Will organize a new ground school and criteria as Doc gets closer to completion, in the meantime I suggest everyone dust off your B-29 books and manuals and start to review, be ready There Will Be A Test! Probably many of them!

If you get the idea I am pumped.....you are right! !!!!!!!!!!

I look forward to seeing you all at “Doc’s House” in the near future,

Dick Markgraf, aka “Grumpy”

From Maintenance and Inspection – By; Cliff Gaston, John Shark and Dick Markgraf

Cliff, John Shark and Dick Markgraf have been spending time setting up our new library shelf arrangement and analyzing all our maintenance records to insure they are all back in order for easy retrieval and inspection. There is a lot of documentation and we just want to make sure all our binders of records are all back on the shelves neatly.

Bob Deutsch’s B-29 Flight endurance Flight Story

(Original crew member on Doc at Griffiss Air Force Base, New York in the 1950’s)

It was 60 years ago that this story occurred. My name is Bob Deutsch. In 1953, I was an Airman 1st class, assigned as a scanner in the 1st Radar Calibration Squadron at Griffiss AFB in Rome, N.Y. The 1st Radar Calibration Squadron was a separate unit under the Eastern Air Defense Force, headquartered at Stewart AFB, Newburgh, N.Y.

This organization and its' attached units operate under the Air Research & Development Command. Their mission was twofold; to test the effectiveness of the radar network in the eastern half of the United States by calibration and secondly to provide target aircraft for fighter interception missions.-Special- projects also arose from time to time, as directed by EADF. This is a story about one of those "special projects."

An order came through for two B-29’s to take off from Griffiss AFB and fly a mission to determine how long a B-29 could stay in the air without refueling. Our planes were stripped of their turrets, since they were no longer in a war zone so our gross weight was considerably less than a fully loaded bomber with guns and bombs. Our normal missions, calibrating existing radar stations, along the "DEWS Line" (Distant Early Warning) lasted an average of 12 hours.

After two weeks of planning we decided that instead of a crew of seven, as we usually tasked, we put together a crew of 10 airmen for each plane. An extra pilot, an extra flight engineer and an extra scanner seemed to be the optimum crew size for the mission. The pilots, navigators and the flight engineers worked for hours trying to figure the optimum
altitudes, control settings and path for our mission. The plans called for a flight from Rome N.Y. to California, south to Mexico, east to Florida and then turn north back to Griffiss.

After one, longer than usual briefing, somebody said, "This is going to be a ball buster." In an effort to clean it up we deemed the mission, "Operation Blockbuster."

We selected 2 aircraft with the least amount of engine hours. One was "Doc" and the other was "Bashful." All crews were up and on the flight line at 06:00 AM. The temperature overnight was, just above freezing and as planned we kept the aircraft outside so that the gasoline would contract as much as possible. After the external check we loaded parachutes and food aboard and started up the engines. We checked all engines and systems twice, and taxied out to the runway. A B-29 always took off with the bomb bay doors open. At the end of the runway the flight engineer throttled back the engines and an unusual refueling began. It was the first time I had experienced a refueling with the engines running. A fuel truck drove up behind us and the ground crew walked the hose through the rear bomb bay. I remember going out the pressurized door at the front of the rear compartment. I opened the gas cap for the center wing tank and confirmed that the gas level was well below the rim.

After the flight engineer had throttled back the engines, he ran the fuel pumps and sent gas from the center tank out to wing tanks. Because of the lift in the wing, had I gone out and opened the gas cap on the wing, the fuel would have poured out. We topped off the center wing tank and carefully handed the hose down from the bomb bay. As soon as the fuel truck was at a safe distance, we started to roll. Usually when the wheels start to retract, the pilot closes the hydraulic bomb bay doors, but today we decided to leave it open until about 3000 feet to make sure all the fumes from the bomb bay had dissipated. I guess it worked since we didn't blow up.

The flight was more or less uneventful and everything ran smoothly. The flight engineers worked the hardest, keeping track of fuel consumption every minute factoring in the fact that the aircraft got lighter every minute. M/Sgt Smith and Foley on "Bashful" and T/Sgt Feister and Collins on "Doc" compared their calculations every 2 hours. 

Finally, Major George, Command pilot on "Doc" asked T/Sgt Collins, "what do you think?" Collins promptly told Major George that he felt we should have wheels down at a certain time and since we were doing figure 8's for the last 2 hours, the wheels touched down right on time. As we turned from the runway to the taxiway, one of the outboard engines cut out. We taxied up to the hanger and shut the engines down. I remember jumping out and getting a service stand up to the wing. I climbed up and stuck a wood fuel stick into the wing tanks. All four were dry. The mission was perfect and we had kept "Doc" in the air for 18 1/2 hours.

Thirty seven years later in 1990, I was watching the History channel and they showed that during the cold war in 1960, a B-29 flew over the pole to test the Russian radar. They had flown non-stop for 15 hours. I jumped up and told my wife that 37 years later I found out what “Operation Blockbuster" was all about.

It was thrilling to be a part of history, but I can't believe that it happened 60 years ago.

I sure would like to ride on "Doc" one more time when she flies again...

Bob Deutsch
Operation “Restoration Kick Start”
Out with the old, in with the new!!! New spar is located and all horizontal holes drilled. Jim and I will go in tomorrow morning and make templates for the inboard and outboard vertical holes and get them drilled out, and then we are ready to start slamming rivets in. Have a great weekend everyone. GO SHOCKERS, soon to be NCAA Champions!!!!!!!
T J Norman
This fabulous crew that installed the new spar within a couple of days! T.J. Norman (Project Director), Mason Lousch and Darrel Hornbaker (both from the Boeing MOD Squad), Jim Murphy (Program/Project Manager). They were so great and did such a great job we wanted to show their picture twice!!!

Jacking and Laser Leveling the aircraft was the work of Dan Wimberly and his crew with the assistance of Max Parkhurst, Ralph Basgall and John McPherson.

It’s hard to believe that within the past three to four weeks, we have moved the airplane, moved all our parts from Newton Kansas, which took many truck loads and five days as well as moved additional parts from the Spirit AeroSystems 500 range to completing the installation of the spar on the airplane is nothing more than miraculous!!!

From the Mail Bag

From; TJ Norman
Out with the old, in with the new!!! New spar is located and all horizontal holes drilled. Jim Murphy and I will go in tomorrow morning and make templates for the inboard and outboard vertical holes and get them drilled out, then we are ready to start slamming rivets in. Have a great weekend everyone. GO SHOCKERS, soon to be NCAA Champions!!!!!!!

From; Max Parkhurst
The wing spar is in and drilling has begun. BIG milestone today!
DOC’s new phone number is 316-523-9972. Voice mail is not turned on just yet so if we are not in office we can’t get message. It will be up and running very soon.
Keep checking the web page. www.b-29doc.com

From; John Shark
Thanks to the volunteers that worked this weekend putting in the new spar on DOC. They accomplished a necessary milestone in order for us to move forward on the restoration.
More to follow...

USAM – NEO Group promotes the Gathering of Eagles XVII Air Show at the IX Center (International Exposition Center)

Neil Copeland, Don Manno Hap Berichon and Bob Brice promoting the USAM air show at the IX Center’s Piston Powered Auto Rama on March 15th – 17th in Cleveland, Ohio. The Cleveland National Air Show is canceled this year due to the “Sequester” but USAM will as usual put on their annual event
Technical Trivia
Quonset hut Design and history

In 1941 the United States Navy needed an all-purpose, lightweight building that could be shipped anywhere and assembled without skilled labor. The George A. Fuller construction company was selected to manufacture them. The first was produced within 60 days of contract award.

The original design was a 16 ft × 36 ft (5 m × 11 m) structure framed with steel members with an 8 ft (2.4 m) radius. The sides were corrugated steel sheets. The two ends were covered with plywood, which had doors and windows. The interior was insulated and had pressed wood lining and a wood floor. The building could be placed on concrete, on pilings, or directly on the ground with a wood floor.

As the original design used low grade (non-strategic) steel, a more rust-resistant version was called for. The all-spruce ‘Pacific Hut’ was created for use in the Pacific Theater of Operations.

The most common design created a standard size of 20 ft × 48 ft (6 m × 15 m) with 10 ft (3 m) radius, allowing 720 square feet (67 m²) of usable floor space, with optional four-foot (1.2 m) overhangs at each end for protection of entrances from the weather. Other sizes were developed, including 20 ft × 40 ft (6 m × 12 m) and 40 ft × 100 ft (12 m × 30 m) warehouse models.

The flexible interior space was open, allowing for use as barracks, latrines, offices, medical and dental offices, isolation wards, housing, and bakeries.

Extant Quonset hut adapted for commercial use, Westland, Michigan

Between 150,000 and 170,000 Quonset huts were manufactured during World War II. After the war, the US military sold the surplus Quonset huts to the public. Many remain standing throughout the US. Besides those that remain in use as outbuildings, they are often seen at military museums and other places featuring World War II memorabilia. Some are still in active use at U.S. military bases in South Korea; for example, Camps Red Cloud and Casey near the Korean DMZ.

Many were also used for temporary postwar housing, such as Rodger Young Village in Los Angeles, California. Columbia Records' Studio B in Nashville was also called "The Quonset Hut", and Michigan State University's Quonset Village in East Lansing, Michigan, USA.


Quonset hut steel buildings have many benefits, including:

Wide open space. Structures built from Quonset hut kits have no interior structural supports, providing a clear-span interior for maximum usable space. The floor plan is unobstructed, allowing for the storage of any item without having to worry about fitting it around poles.

Long life expectancy. Quonset huts are made from galvanized steel that is rust and corrosion resistant. The structural integrity is extreme and designed to stand up against wind, snow and hail. The surface can be painted for additional protection against the elements, but this is not mandatory.

Fire resistance. Quonset steel buildings stand up well to fire, and can even contain an interior blaze and keep it from spreading. It takes a lot to permanently damage a Quonset hut; though blackened, many weather flames well enough to provide additional years of service.

Taps – Phillip D. Webster

We are saddened to hear about the recent passing of Phil Webster. Phil was a member of USAM and a Doc supporter since April 2001. He was a B-29 Pilot during WWII and had flown thirty-five combat missions over Japan.

Phil and his wife had volunteered with both Mel & Betty Buchanan and Bob & Karen Piper for several years at USAM’s Doc PX tent at the Reno Air Races. We’ll sure miss you Phil!
Doc’s Friends
A 501 C- (3) Nonprofit Aviation Educational Organization
Your donation is tax deductible

Here is my gift for the restoration of the Boeing SuperFortress B-29 “Doc”

<table>
<thead>
<tr>
<th>$5</th>
<th>$10</th>
<th>$15</th>
<th>$20</th>
<th>$25</th>
<th>$50</th>
<th>$100</th>
</tr>
</thead>
</table>

$500 _______ $1000 _______ Other _______

Name: _____________________________________________ ___________________________________

Address: _______________________________________________________________________________

City: __________________________________________________________________________________

State: _____________

Zip Code: ___________

Phone: ___ - ___ -_____

Comments:________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________

If paying by check, please make your check payable to “Doc’s Friends” B-29 Restoration Project.

Please Mail To: Doc’s Friends, Inc.
PO Box 771089
Wichita, KS  67277
United States Aviation Museum
A 501 C- (3) Nonprofit Educational Aviation Museum
Your donation is tax deductible

Here is my gift for the restoration of the Boeing SuperFortress B-29 “Doc”

$5________$10________$15________$20________$25________$50________$100________

$500________$1000_______ Other________

Name: _____________________________________________ _____________________________

Address: _______________________________________________________________________________

City: __________________________________________________________________________________

State: _____________

Zip Code: __________

Phone: ___ - ___ -_____

Comments:________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________

If paying by check, please make your check payable to USAM B-29 Restoration Project.
Please Mail To:
United States Aviation Museum
B-29 Restoration Project
P. O. Box 21846
South Euclid, Ohio 44121