

# *TIGGAR TRACKS*

vol. 2 no. 3

summer/fall 1986



a publication of

**The International Group for Historic Aircraft Recovery**

# AIRCRAFT to ARTIFACT

## the aviation preservation revolution

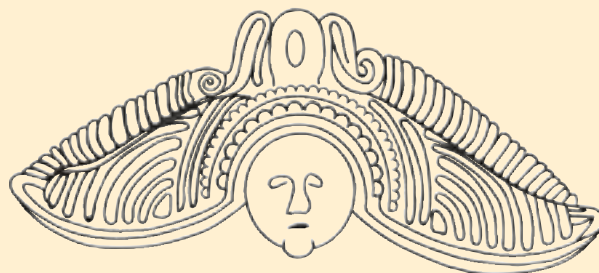
Twenty years -- a short time really. For us baby-boomers it's about how long we've been out of high school. For aviation historic preservation it's the time the field has taken to undergo a revolution. Twenty years ago most of the aircraft restored and displayed today were sitting out in the weather like so many used cars. Only ten years ago the few aircraft the Smithsonian could crowd into a Quonset hut behind the Arts & Industries building moved into the sunlit expanse of what has become the world's most popular museum. Today it's easier for the average citizen to see a P-51 fly than it was in 1944. As a society we have clearly decided that we want to preserve the artifacts of aviation history. No one decreed that it was time to start paying more attention to old airplanes. Rather, there has been a steadily growing concern and willingness to commit resources (read, spend money) to keep them around.

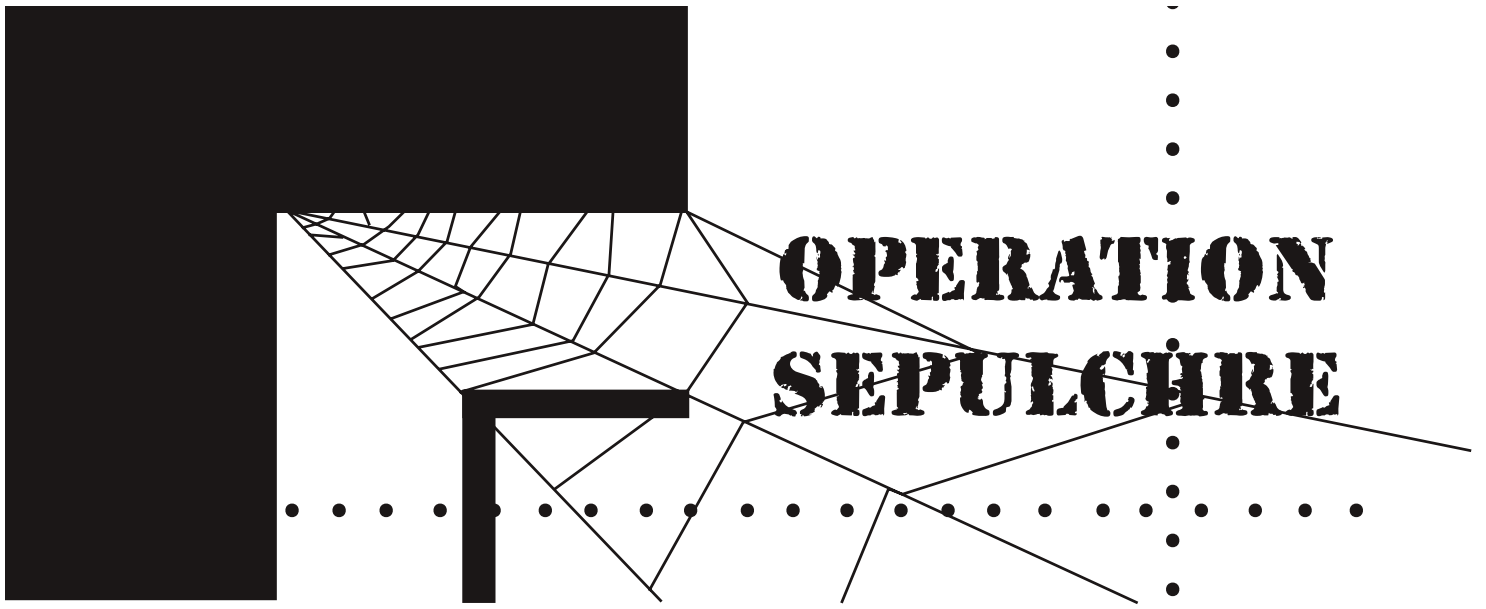
Twenty, even ten years ago, the idea of an international aviation archeological foundation would have been laughable. There simply wasn't enough public recognition of the value of historic aircraft to support the notion of such an organization. Even today we often feel as though every step we take is breaking new trail; but while in a specific sense that may be true, in more general terms we're actually treading a well marked path. That path was cut by other archeologists, who, although they sought other treasures in another time, struggled with many of the same types of questions and obstacles we find ourselves facing. They thought deeply, reasoned carefully, and left signposts we can use if we only stop to read them.

Perhaps the most fundamental guidepost, and one too often overlooked, is the importance of the human connection. Because an airplane is so much more visceral than a shard of pottery, we often fail to realize that each artifact has historical value only to the degree that it provides a magic link to people apart from us in time. We get so caught up in the machines that we forget about the people they stand for, and when we do that we lose the whole point of historic preservation. Another ancient pitfall is the use of artifacts for self-aggrandizement or political statement. Neither is inherently wrong (tacky, perhaps, but not wrong) as long as it doesn't masquerade as historic preservation.

At TIGHAR we believe the revolution of the last twenty years has brought us all to a place where enthusiast, preservationist, and archeologist alike should be able to recognize and apply to aviation the wisdom of Sir Mortimer Wheeler, a prominent British archeologist of the early 20th century:

**"The archeological excavator is not digging up things, he is digging up people. However much he may tabulate and desiccate his discoveries, ... the ultimate appeal across the ages is from mind to intelligent mind, from man to sentient man."**



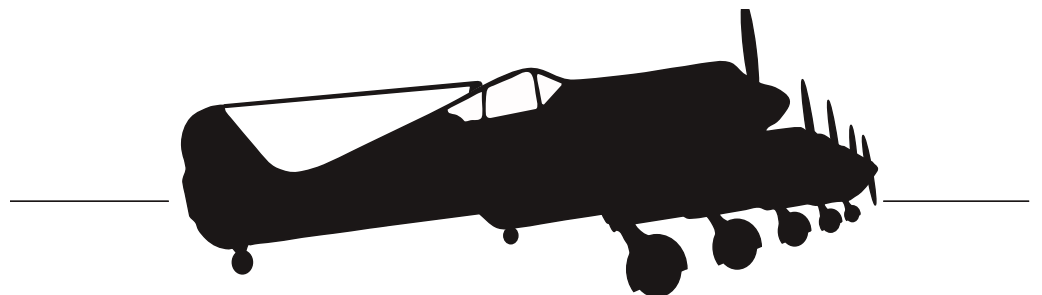


*When the opening was large enough to permit a light there was a long moment of silence as he squinted along its beam and breathed the ancient air. Years of frustration, bureaucratic delays, and experts who scoffed at the notion that anything of value could still be found--all were eclipsed as the light shown into the blackness. At last from behind came the anxious voice of his assistant: "What can you see?" The reply was barely audible. "Wonderful things."*

So did Howard Carter, in 1922, make the richest find in the history of Egyptology. A great archeological discovery, be it Carter's King Tut, Leakey's "Lucy," or Ballard's Titanic, is a combination of rigorous research, dedicated sponsorship, perseverance in the search, and a little bit of luck. It is with these requirements in mind that TIGHAR embarks upon Operation Sepulchre--the investigation of World War II German underground hangars and the recovery of aircraft they may still contain.

Preliminary research has been in progress for over a year, and several potential sites have been identified. Cooperative arrangements are being made directly with the German National Museum, with the West German government through the U.S. State Department, and with the U.S. military through the Pentagon. Funding of the project is being arranged by the acceptance of ten sponsors recruited from among museums, collectors and patrons who are committed to excellence in aviation historic preservation. Each sponsor is making a substantial initial contribution to fund a proof of concept investigation in Germany this winter. Sponsors have the option of participating in on-site work at their own expense. The results of the winter's research will be the basis for future decisions concerning further funding of research, recovery, and aircraft allocation as appropriate.

As we go to press eight of the ten sponsor slots are filled. If you did not receive a sponsorship invitation and are interested, please call TIGHAR for more information. We depart for Germany November 26, and no sponsors will be accepted after that date.





Fred Eaton discusses the fate of his wartime bomber with His Excellency Kiatro Abasinito at the TIGHAR dinner.



# The Defense Does Not Rest

Two years ago TIGHAR launched its campaign to save the world's oldest complete and original B-17 from "the teeth of time and the hands of mistaken zeal." That effort which began simply as an ambitious recovery project, has today become the test case in the trial of hundreds of World War II aircraft rotting away in Papua New Guinea. The prosecution is powerful--the country's Ministry of Civil Aviation, Tourism, and Culture controls the fate of all artifacts within those borders. Its official policy is that the aircraft must remain in Papua New Guinea as reminders of the suffering endured by the innocent local people at the hands of Allied and Japanese forces.

For the defense TIGHAR has marshaled counsel and witnesses from around the world: Corporations, most notably Honeywell Military Avionics Division and Lockheed-Georgia, whose generous contributions have fueled the diplomatic struggles; diplomats such as U.S. Ambassador to Papua New Guinea Paul Gardner, and PNG's Ambassador to the U.S., Kiatro Abasinito; individuals such as Fred Eaton, wartime pilot of the B-17, whose dedication to the recovery adds a special poignancy to the effort, and Glen Speith, Boeing engineer and foremost historical authority on B-17E 41-2446.

Many others are contributing their dollars and their skills to the effort. TIGHAR has selected from among the many applicants the nucleus of a recovery team with the expertise and experience necessary to accomplish the recovery. Once the diplomatic hurdle is past there will be plenty of planning, coordination, and, of course, fund raising to do. But that part is easy compared to the challenge of turning around a government half a world away.

TIGHAR's April 1986 trip to Papua New Guinea succeeded in establishing a consensus regarding the wisdom of international cooperation in historic preservation. The Ministry subsequently reiterated its hard line toward "export of historic monuments." At TIGHAR's annual dinner, June 16, Ambassador Abasinito pledged his support to the project and, true to his word, represented our case to his government in person upon his return to PNG for summer consultations. He succeeded in obtaining the Ministry's agreement to permit the recovery, and TIGHAR has now submitted a formal request for written confirmation through diplomatic channels. Once written permission is in hand we can start preparing for the recovery, aiming for the fall of 1987.

When she landed in the Agaiambo Swamp in February 1942, she was serial #41-2446, just one more new airplane written off to the war. Today, as the most historic known but unrecovered aircraft in the world, she is a lady in waiting. Whether or not she and others like her wait in vain is up to us.

# MIDNIGHT GHOST

On the morning of May 8, 1927, a large single engined biplane climbed heavily away from Le Bourget field near Paris. Behind on the dewy turf a crowd of well-wishers, mechanics, flappers, chambermaids and celebrities breathed a collective "Bon voyage" as the chalky white Levasseur PL8, popularly dubbed "l'Oiseau Blanc" (the White Bird), faded into the mist. The sound of its engine, so strident moments before, now blended with the soft rumble of storm clouds hulking on the eastern horizon. As the curious and the hopeful dispersed after their all-night vigil, they were haunted by images of the dawn: ...the glare that split the darkness as hangar doors were rolled open, and an electric charge surged through the crowd: "This is it. They're going to go." ... Francois Coli, his black monocle and mischievous smile exchanged for a simple patch and a hard expression befitting the master navigator charged with guiding the first non-stop flight between Paris and New York .... Charles Nungesser, his scarred jaw set against the prospect of 40-odd hours at the stick in a cockpit open to the weather of the North Atlantic, flashing his golden smile only once, as he caught a rose thrown by a little girl ....

The next day another crowd gathered 3,700 miles away to welcome the arrival of the White Bird in New York. Although the plane carried no radio, eager reports from those who had seen or heard its passing had tracked its progress. But despite assurances of imminent arrival, no white biplane emerged triumphantly from the lowering clouds. Nungesser and Coli, in the words of Charles Lindbergh, who ten days later succeeded where they failed, had "vanished like midnight ghosts."



Nearly sixty years have passed and yet another crowd gathers in the early morning chill and damp; once more the curious and the hopeful have come seeking a glimpse of l'Oiseau Blanc. But they are not spectators; they are searchers who have traveled hundreds, in some cases thousands, of miles to this obscure spot deep in the wilderness of northeastern Maine. Although from a wide variety of backgrounds, they share a common conviction--that the flight of the White Bird ended not far from where they stand. The searchers are under no illusions about the immensity of the task confronting them. The evidence that has brought them to this area is a jigsaw puzzle of witness reports which fit together to make a compelling, if incomplete, picture. But witnesses, no matter how convincing, do not constitute historical proof. That will come with discovery of the physical remains of the flight and, after sixty years, precious little of a wood and fabric airplane will survive. The greatest obstacle they face is the ability of even a seemingly small section of this forest to impede, conceal and devour whatever enters it. In the face of such frustrating odds and air of self-deprecating humor helps keep spirits high. It would be a grave error for anyone to mistake their good humor for lack of commitment.

Statistics alone cannot begin to convey the effort which has brought Project Midnight Ghost to its current level of international recognition and respect, but they do provide some measure of the project's scope: three years of research, ten search expeditions, 104 volunteer searchers over 5,000 collective hours of wilderness search operations, technical assistance from 10 corporations and 5 government agencies in the U.S. and France, over \$50,000 in contributions from corporations, foundations and individuals. Yet Project Midnight Ghost will never result in a restorable airplane for any museum. The spark that fires all this effort is the human compulsion to know the truth--to solve the mystery of the White Bird.

**PROJECT MIDNIGHT GHOST**  
**Summary of Research and On-site Operations**  
**May--September 1986**

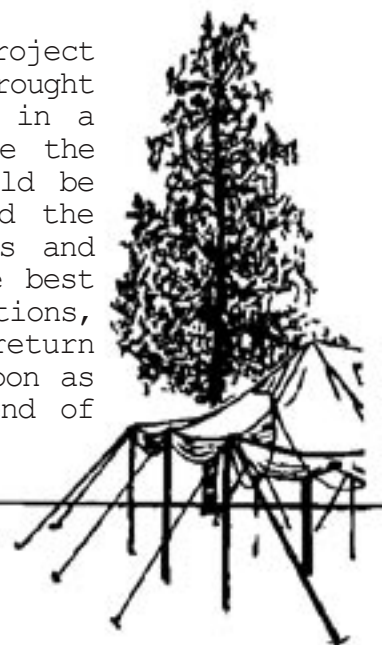
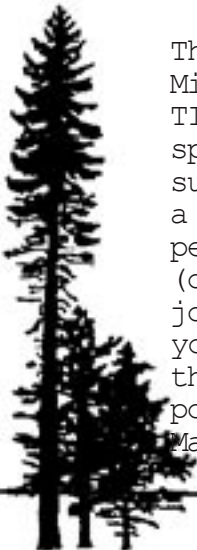
- May 8 - 11      On-site evaluation of Loran C as search management aid.  
**Results:**      Inadequate resolution obtainable in search area due to signal interference.
- Jun 30 - July 3    Pre-expedition gridding and set-up.  
**Results:**      Northern sector of search area gridded by conventional surveying methods.
- Jul 4 - 21      Expedition IX.  
**Results:**      Northern sector searched; central sector gridded and searched.
- Aug 11 - 13      Witness interview and aerial photo survey.  
**Results:**      Detailed testimony recorded on videotape; aerial photography of southern sector taken.
- Aug 27            Archival photo research, Washington, DC.  
**Results:**      Early aerial photography of search area revealed anomalies for on-site investigation.
- Sep 7 - 11        Pre-expedition set up.  
**Results:**      New campsite in southern sector cleared and set up.
- Sep 12 - 22       Expedition X.  
**Results:**      Western half of southern sector gridded and searched. Reconnaissance of eastern half.

**Overall results:    Narrowing of search area by approximately 80%.**

An intensive effort is being planned for late April/early May, with the objective of bringing the project to a successful conclusion in time for the 60th anniversary of the flight. A Notice of Expedition will go out to members when dates and details are finalized, but start planning around that time-frame now!

**ATTENTION SEARCHERS**

The search expedition of 1986 not only brought Project Midnight Ghost closer to finding l'Oiseau Blanc, they brought TIGHAR members from all over the country together in a special camaraderie. We would like to memorialize the summer's experiences in yearbook format. This would be a hard-cover album featuring the archeological and the personal aspects of the expeditions, including maps and (of course) photographs -- lots of 'em. To do the best job possible we need your help. Send us your suggestions, your recollections, and your photographs (we'll return the originals). We'll let you know about cost as soon as possible, and we'll shoot for publication by the end of March. Let us hear from you.





# The Summer of the 59th Year

## High Points, Low Points, and Lessons

- Lesson --** The moose fly is the only insect known to attack in combat formation. High squadron often uses deer flies as fighter cover.
- Low point --** Jerry consumes 1.5 times his weigh in lobsters, clams, corn and pie at the 4th of July bash, then demonstrates the Technicolor yawn.
- High point --** Rain-soaked searchers in the northern sector behold an apparition: the Angel of Death is among them.
- High point --** Rocky materializes out of the murk and joins the search. "I only drink fruit juice in the woods" soon becomes "Will this \$10 cover the beer I'll drink tonight?"
- Low point --** Water buffalo 1, Steve 0.
- High point --** Nine pounds of fresh-caught Atlantic salmon grilled with dill butter over an open campfire.
- Lesson --** When a man tells you he does not play the bagpipes--believe him.
- Low point --** Ric and Dutch run an all-day recon and later learn that, in the spirit of Christopher Columbus and Jim Reed, they didn't know where they were going, they didn't know where they were when they got there, and didn't know where they'd been when they got back.
- High point --** Roland Nungesser (Charles' nephew) and assistant Françoise Millet arrive from Paris escorted by Nicolas Durieux of the French Embassy. Upon bringing them and the press to the camp for a diplomatic tour, Ric and Pat discover too late that two cases of beer arrived earlier and the troops have found Phil's peach schnapps. An international incident is narrowly avoided when George, Tyler and Ralph decide they can speak French and corner Mademoiselle Millet.
- High point --** Roland Nungesser asks to see the wine list at Graham's Restaurant in Machias.
- Lesson --** When a guy has been in the woods for a week it's not fair to make him share a tent with ten high school kids, especially when one is a seventeen year old blonde who moans in her sleep.
- High point --** The Bermuda Triangle and the Devil's Triangle are joined by the mystery of Mary's Triangle.
- Lesson --** You don't know the meaning of trust until you've cut point in thick stuff with somebody else's machete singing in your ear.



# SNOW JOB

There has been a great deal of misinformation and disinformation in the press recently concerning unrecovered historic aircraft in Alaska. The government is bulldozing them all into oblivion--They're all owned by a private museum--They're officially abandoned and free for the taking. These rumors have resulted in anxiety for some and surprise for others. One David Goldsmith of Belton, Missouri would probably qualify on both counts. About a year ago he chartered a helicopter and set about collecting up P-409 parts on an Aleutian island. The next thing he knew he was up against the helicopter with special federal agents reading him his rights. When the dust settled Mr. Goldsmith was out the cost of the trip, and facing a whopping fine and the possibility of a jail term. The confiscated P-40 parts have now gone to the Museum of Alaskan Transportation and Industry.

In the interest of reassuring the anxious, cautioning the rash, and helping the responsible, here, briefly, is the truth about unrecovered aircraft in Alaska.

## HOW THEY GOT THERE

Given its vastness, climate, and long reliance upon aviation, it is hardly surprising that Alaska has been host to many lost airplanes. Most of the recent hoorah, however, has concerned aircraft which came to grief during World War II. Early in the war the Americans and the Japanese saw the islands of the Aleutian chain as stepping stones for invasion. Both sides soon found out, however, that Alaska is a lousy place to hold a war. After losing far more airplanes to the weather than to each other, the belligerents reached an unspoken agreement that maybe they should go fight someplace where it was warm. Because the airplanes they left behind were mostly obsolete types (Alaska being a low priority theatre), and because they were scattered in undisturbed places where the cold and the pollution-free environment preserved them, the frozen mountains and tundra became a virtual treasure trove of rare airplanes.

## WRECK HUNTERS AND BUREAUCRATS

When the market for restorable World War II airplanes started to heat up in the late 60s and early 70s, it became economically feasible to bring aircraft out of the Alaskan wilderness for sale in the lower 48. But, as has been demonstrated from Pompeii to Popondetta, when historic artifacts are commercially exploited everyone loses. Alaska was no exception. When you're collecting salvage for resale you don't worry about historical context. You yank out the hulk, pitch the bones out of the cockpit, and off you go, leaving scars on the tundra that will mark your passing for the next 500 years. As Alaskans watched their aviation heritage disappear southward, they began to put pressure on their elected officials to stop it.

From May 1978 to August 1985 a succession of state and federal agencies struggled to deal with the problem. Everyone agreed that something should be done, but even the most fundamental issue of who owned the aircraft was tangled in seemingly endless debate. Compounding the problem was the fact that all existing guidelines for managing historic properties were designed around traditional archeological sites such as Indian burial mounds. A lack of appreciation for the special problems of preserving aircraft led to such policies as "preference for preservation in situ." The net effect of the government's agonizing was that responsible collectors were frustrated while the wreck hunters continued to ply their trade.



## HOW TO MAKE ALASKAN ALPHABET SOUP

To encourage and advise government attempts to stop the exodus a group of concerned Alaskans formed the Alaskan Historical Aircraft Society (AHAS) in 1977. Through its president and spokesman Ted Spencer, the AHAS worked to establish a framework whereby aircraft could be recovered, restored, and retained for display in the state. By 1984 they had succeeded, by working within the system, in the spectacular recovery of the PBY known as "The Queen of Dago Lake." But even as the Queen flew again, suspended beneath an Air Guard Skycrane, there was rough air ahead for the AHAS. A bureaucratic nightmare of paperwork foul-ups resulted in a temporary loss of the Society's corporate status. Before Spencer knew he had a problem the Society's name had been snatched up and tacked onto that of the United States Historical Aircraft Preservation Museum, which then became (are you ready?) the USHAPMAHAS.

Perpetrator of this coup was Mr. Paul Fox, who had formed the USHAPM in 1980. Like Spencer, Fox was determined to keep historic aircraft in Alaska. Specifically he wanted them in his museum--all of them. In 1981 the USHAPM claimed title to all downed aircraft in Alaska and attempted to introduce state legislation barring the removal of all World War II artifacts from Alaska (shades of Papua New Guinea). The Governor's office squashed that bill.

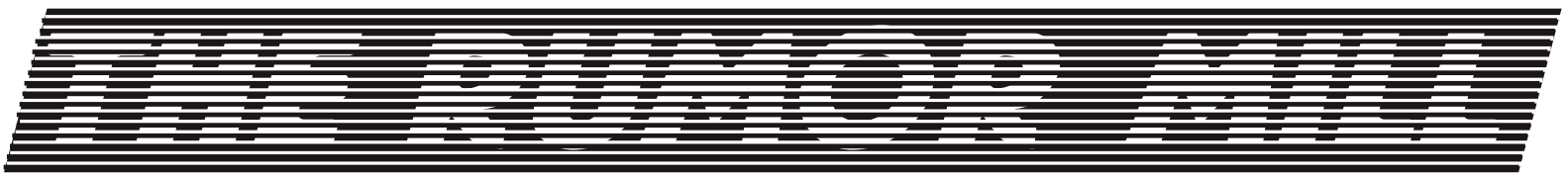
In April 1985 Fox once again claimed everything for the museum, this time throwing in all military artifacts and sunken Japanese shipping for good measure. In July 1985 the Deputy Regional Solicitor for the Department of the Interior dispensed with Fox's claims in a one page memorandum describing them as "legally innocuous." Today the USHAPMAHAS continues to claim ownership of everything, and Ted Spencer's original group continues its work as the Alaska Aviation Heritage Museum.

## THE WORLD WAR II CLEANUP

While the wreck hunters pillaged and the alphabet soup boiled, a program was emerging in Washington which would have far-reaching effects on the aircraft that remained. Somebody there decided that there was all this toxic waste from World War II up in Alaska and it ought to be cleaned up. Prime contractor would be the U.S. Army Corps of Engineers. It was obvious that not everything encountered would be junk, and the Corps was required to prepare a plan for making sure nothing historic got scrapped. Although the on-site work began in 1985, it was April 1986 before a draft of the comprehensive Study and Historic Sites Management Plan was issued. Included in this was a section entitled Preservation Management Planning Recommendations for World War II Vintage Downed Aircraft. These guidelines, drawn in large part from recommendations provided by TIGHAR in November 1985, address the problems of priority, preservation, and recovery from an aviation archeological point of view. Naturally, a good plan is only the first step. The Army has an archeologist on-site to see that it's carried out, but he can't be everywhere at once. Some disturbing reports have come out of Alaska alleging wholesale destruction in spite of the plan, but so far there has been no confirmation of the allegations, and most seem to originate with Paul Fox.

## AN AERONAUTICAL TUTANKAHMEN?

The aviation archeologist today must look at Alaska much as the traditional archeologist looks at Egypt. Most of the good stuff is already gone, but the scraps that remain seem at long last to be coming under reasonable protection. Stiffer penalties and better enforcement are finally putting an end to illegal salvage operations, but for the most part it's a barn door being shut after the horse is gone. There may well be some real treasures still hiding in forgotten valleys. If so they're in no danger from the clean-up, which is mostly concerned with abandoned installations. Perhaps the old bush pilots know, but they've learned not to talk. Alaska is settling down. Maybe soon TIGHAR, in cooperation with federal, state and private agencies, will investigate some true aviation archeological possibilities in Alaska. We're looking forward to that day.



Rumors can be great starting places for historical investigation as long as they're recognized and treated as what they are--rumors. When journalists and authors treat rumor as fact, the result is the enshrinement of fairy tales as historical truth. In this installment of Rumor Mill we're going to blow the whistle on some misconceptions and outfight fallacies which are in danger of becoming accepted as fact.

### **Genealogical Injustice.**

It usually goes something like this: "In the early days of World War II in the Pacific the Japanese Zero swept the American fighters from the sky until an intact example was captured on an Aleutian island. Brought back to the States, the secrets it yielded led to the design and production of the ultimate Zero-killer, the F6F Hellcat." Makes a great story but it's just not true. While the nimble Mitsubishi indeed raised havoc until the Hellcat arrived on the scene, it is nonsense to suppose the Zero influenced the creation of its nemesis. Not only are the two designs philosophical opposites, but the prototype F6F first tucked up its wheels over Grumman's Long Island plant on June 26, 1942. The fabled Akutan Zero would not be discovered for another two weeks.

### **Same Song, Second Verse**

Although the first B-17 (actually Boeing Model 299) flew in 1935, it is generally conceded that the first version of the Flying Fortress worthy of that description was the B-17E (properly not the "E model" but the "E Series"--picky, picky). The E was the first Fort to feature the big tail, which not only made it a stable high altitude bombing platform, but also made room for a tail gunner, much to the chagrin of pilots accustomed to goosing the C's and D's of the RAF. Folk legend has it that improvements manifested in the E were the result of bitter British experience. Not so--the first B-17E (Boeing model 299-0) flew on September 5, 1941, three days before the first combat loss of any B-17 (an RAF ship over Norway).

### **And here's one you can win bets with...**

The American Volunteer Group (AVG), Chennault's Flying Tigers, fought the Japanese in the skies over China in the days before Pearl Harbor. Basic World War II history, right? Nope. Although that's certainly what they had in mind, a maddening combination of delays meant that it was December 19, 1941, before the Flying Tigers actually tangled with the Japanese for the first time.



# CRACK SHOTS

We really don't think it's asking too much. Publishers in the aviation history related popular press should take reasonable care to assure that the books and magazines they put out are historically accurate and, if not great literature, at least not insulting to their readers' intelligence. But apparently there are those in the trade who feel we all like old airplanes so much that we'll buy anything without question. They're wrong.

TIGHAR has taken Challenge Publications (Air Classics, Warbirds International, etc.) to task before for publishing unsubstantiated rumor as fact. In the December 1986 issue they've really demonstrated the care with which the magazine is prepared. Page 14 introduces Part One of an article entitled "Crack Shots of the Furher." Somewhat bemused, we check the title of the article in the Table of Contents. Sure enough--"Crack Shots of the Furher." We suspect they mean **Führer**, with umlaut, or, auf englisch, **Fuehrer**. We can hardly wait for Part Two.

Edward Jablonski is one of the more prolific World War II book writers. Four of his works have been compiled into a massive coffee-table volume entitled Airwar, published by Doubleday & Co., 1979. One of the most impressive aspects of Jablonski's books is the incredible detail contained in the photo captions. What appears to be a rather generic shot of a bomber over a target will often be described as belonging to such-and-such group as it attached such-and-such place on such-and-such day. But what about the caption on the next page which tells us the aircraft on the carrier deck are TBFs, en route to Midway, when we can see that they're SBDs? Kind of makes you wonder.

It's especially disappointing when we find aeronautical ignorance in a book which tries to pass for a scholarly work. Miracle at Midway (McGraw-Hill, 1982) is the research of the late Gordon W. Prange edited into a book by Donald Goldstein and Katherine Dillon. Prange was an historian of some note and the editors caution us in the introduction that, were he alive, he might not "consider the Midway manuscript ready for publication." We concur.

The book sacrifices readability to the accommodation of minutiae and yet shows an alarming lack of familiarity with basic naval aircraft of the period. There is considerable discussion of the merits, or lack of same, of the F2A-3 fighter which, we are told, was known to the Navy as the "Buffalo" and to the Marines as the "Brewster." It's an easy misconception to come by if you're not familiar with the Brewster Buffalo, but if that is the case, should you really be writing a book about a naval air battle? Among the inaccuracies we could readily spot in Miracle at Midway was yet one more perpetration of the Akutan Zero myth (Jablonski's Airwar is also a member of that club), dealt with in this issue's Rumor Mill.

On the brighter side there is some really fine work coming out of Britain. Both Aeroplane Monthly and Flypast offer a fine selection of historical articles and aviation preservation news. On this side of the pond the Smithsonian has inaugurated Air & Space magazine. Modeled after the redoubtable Smithsonian magazine, this is what aviation historical journalism can be if enough of us support it. If you haven't yet seen a copy, find one. If you've seen a copy you've probably already sent in your subscription.

We'll continue to keep tabs on the aviation historical press, and we encourage our members to bring the good and the bad to our attention. Maybe together we can make a difference.

# -STRICTLY BUSINESS-

## MEMBERS AND EX-MEMBERS

If your renewal date is July, August, September or October, this is the last newsletter you will receive if you don't renew your membership NOW! Please send in your renewal today and support aviation archeology. If you have lost the form we sent, fear not -- another is included in this newsletter. Stay with us and don't miss a single thrilling installment.

## B-17 BEADS AND TRINKETS

As we continue to fight the good fight to save the world's last combat B-17E, we also continue to need money to fund the fight. There are two ways you can help:

-- order your choice from a set of distinctive and high quality commemorative items. These include:

B-17E Recovery Expedition Patches	\$5.00
B-17E Recovery Expedition T-Shirts (specify S, M, L, XL)	10.00
"Lady in Waiting", TIGHAR's highly acclaimed videotape (VHS) story of 41-2446, narrated by pilot Fred Eaton and filmed in Papua New Guinea	\$30.00
Limited edition prints of Don Gillespie's painting of 41-2446, signed by the artist and by the pilot, Fred Eaton	\$50.00

-- Become a project sponsor with a tax-deductible donation of:

- \$50 -- Receive special Mission Update progress reports and Certificate of Appreciation.
- \$150 -- Receive Mission Updates, videotape "Lady in Waiting" and Certificate of Appreciation.
- \$250 -- Receive Mission Updates, Limited Edition print, and Certificate of Appreciation.

All sponsors will also receive a free videotape of the actual recovery when the project is concluded.



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