



WARPLANES TO SIBERIA

ALASKA
SIBERIA
WWII

The structure of world peace cannot be the work of one man, or one party, or one nation. It must be a peace which rests on the cooperative effort of the whole world.

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The Three Phases of ALSIB

WWII Alaska-Siberia Lend Lease Airway 1942-1945



- PHASE ONE - US Women Airforce Service Pilots (WASPs) delivering new warplanes from factories in the continental United States to Great Falls, Montana
- PHASE TWO - US 7th Ferrying Squadron pilots delivering new warplanes from Great Falls, Montana to Fairbanks, Alaska
- PHASE THREE - Soviet Ferrying Group pilots delivering new warplanes from Fairbanks, Alaska to Krasnoyarsk, Russia and on to the battlefronts



Warplanes to Siberia

MISSION BRIEFING

“Warplanes to Siberia” is a historical re-creation and telling of the little known Alaska - Siberia Air Route. From 1942 - 1945 the United States and Soviet Union secretly ferried nearly 8,000 warplanes from Great Falls, Montana to Krasnoyarsk, Russia under the Lend-Lease program. Not only is it a story of uncommon allies united by war, it is also the story of the Women Airforce Service Pilots (WASPs) and the creation of the Alcan Highway to support the ferrying effort.

This program is not intended to be a reality TV show or a reworked WWII story. It will be a fact-based documentary built around flying the entire route from Great Falls, Montana to Krasnoyarsk, Russia in the exact type of aircraft that flew it 70 years ago, over the treacherous, frozen landscape of Canada, Alaska, and Siberia.

What is even more important is the educational aspect of this project. Using modern technology, BRAVO 369 is going to bring the history of the past alive. Our goal is to inspire students in a way that engages them to become part of this project.

“Warplanes to Siberia” is already in production. A seven (7) minute preview is complete and a 44-minute short documentary is currently underway - flight training has begun and is being documented. During the summer of 2013, the BRAVO 369 crew will fly from Boeing Field (The Museum of Flight) in Seattle, WA to Great Falls, MT as part of the WASP segment of the Lend-Lease program. From Great Falls, the crew will venture into Canada as part of the initial shakedown flight. Depending upon weather and other factors, the flight may press on to Fairbanks, AK as well as Anchorage, AK for additional Alaskan flight training.

During the summer of 2014, the goal is to fly the entire route from Great Falls, Montana to Krasnoyarsk, Russia. At each stop along the way, the crew will be engaging schools, museums, and media, as well as seeking out relatives or surviving family members who were involved in the Lend-Lease / Alaska-Siberia program.



FILM PRODUCTION OVERVIEW

The BRAVO 369 Flight Foundation is developing a series of unique living historical documentaries incorporating the story of Lend-Lease and the Alaska-Siberia ferrying program into modern technology to stimulate interest in science, technology, engineering and mathematics (STEM) for students and adults. This will be a fact-based documentary bringing the past forward with real life experience both past and present.

Proposed 44 minute “Warplanes to Siberia” episodes include:

- Uncommon Allies – 7 minute promotional (complete)
- The Secret of the 49th Star (in production)
- Flight Training
- Great Falls
- Canadian Allied Effort
- Women Airforce Service Pilots (WASPs)
- The Creation of the Alcan Highway
- The Pilots of the 7th Ferrying Squadron
- The Soviet Occupation of Fairbanks
- Flying the Northern Lend-Lease Route
- Fairbanks to Siberia
- The Dangers of Winter Flying
- Crash Sites
- Creation of the Alaska-Siberia Memorial
- Warplanes to Siberia (Series Finale)

HISTORY – THE STORY OF THE ALSIB AIR ROUTE

1941 was one of the darkest years in the history of the world. The United States had not yet entered the war and Nazi Germany had overrun Europe. In November of that year, Hitler’s army attacked the Soviet Union in one of the bloodiest and most devastating campaigns ever, known as Operation Barbarossa. Within the first two weeks, over half of the Soviet Air Force, which at the time was the largest in the world, was destroyed. In the end, nearly 27 million men, women, and children were killed in what the Soviets called “The Great Patriotic War.”



To put the loss into context, imagine a foreign invasion of the United States and the total annihilation of Boston, New York, Chicago, St. Louis, Atlanta, Miami, Dallas, Houston, and Denver to name just a few.

In an effort to aid the Soviet people, Franklin Delano Roosevelt built the framework for the Lend-Lease Act of 1941. This included a secret program to transport nearly 8,000 military aircraft from Great Falls, Montana, through Canada and Alaska, and across the Bering Sea to Siberia, known as the Northern Staging Route and the Alaska-Siberia Air Route (ALSIB).

As part of this effort, airfields needed to be built and supplied every few hundred miles along the route. This was the catalyst for the Alcan Highway, one of the most challenging and brutal transportation projects of its time.

As the ALSIB route was being completed, the Women's Airforce Service Pilots (WASPs) began ferrying planes from the manufacturers throughout the continental United States to the staging area at Gore Field in Great Falls, MT. There were 38 casualties among the women pilots.

Men from the 7th Ferrying Squadron then began flying these aircraft year round, without the aid of modern avionics or cold weather gear, through some of the most treacherous country in North America on their way to Fairbanks, AK.

Upon arrival in Alaska, the aircraft were handed over to the Soviet pilots who were waiting in Fairbanks. From there, they were flown an additional 3,000 miles across Siberia to Krasnoyarsk, Russia and on to the fighting fronts. In all, there were 177 fatal crashes among the United States and Soviet pilots.

It was one of the greatest logistical efforts of the 20th century – a major turning point of World War II – something the Russian people celebrate to this day. It is an epic story of cooperation between the United States, Canada, and the Soviet Union.



LEND-LEASE / ALASKA-SIBERIA AIR ROUTE EXHIBIT

In our commitment to increase awareness of aerospace technology and to provide further education to the general public about the significance of the Alaska-Siberia Air Route and the cooperation between the United States, the Soviet Union, and Canada during a time of global catastrophe, the BRAVO 369 Flight Foundation proposes to create a travelling Lend-Lease exhibit for public display. At present, the only acknowledgement of Lend-Lease and the Alaska-Siberia Air Route in most aerospace museums is a small plaque. As part of the BRAVO 369 “Warplanes to Siberia” project, the following displays are proposed which can be shared with interested museums throughout the United States, Canada, and Russia:

- Display of North American AT-6 flown during the 2014 flight re-creation project
- Documentary materials developed as part of the BRAVO 369 program
- Memorabilia collected or donated during our flight from Great Falls, Montana to Krasnoyarsk, Russia
- Video testimonials of living WWII Lend-Lease/ALSIB veterans
- Annual presentations pertaining to the exhibit
- Educational materials for use by Washington Aerospace Scholars, Aviation High School and other educational institutes, especially K-12, requesting STEM materials pertaining to the project

SUBJECT MATTER FROM THE FLIGHT

- Lend-Lease Overview
- Northern Staging Route (Great Falls, MT to Fairbanks, AK)
- Creation of the Alcan Highway
- The Alaska-Siberia Air Route (ALSIB)
- Women Airforce Service Pilots (WASPs)
- The 7th Ferrying Squadron (Great Falls, MT to Fairbanks, AK)
- The Soviet Effort (Fairbanks, AK to Krasnoyarsk, Russia)
- The cooperation between the United States, Canada, and Soviet Union during WWII



FOCUS ON EDUCATION

The BRAVO 369 Flight Foundation is a non-profit organization whose main objective is to offer a unique educational opportunity for students, teachers, and adults everywhere to actively participate in our historic flight from Great Falls, MT to Krasnoyarsk, Russia. Existing foundation programs include support for the Washington Aerospace Scholars, Aviation High School and others as well as the Joe Moser Scholarship Fund. The BRAVO 369 Flight Foundation also provides free in-class presentations to K-12 classes, as requested.

Commitment to Education

BRAVO 369 has developed an enhanced approach to current teaching methods by providing students and teachers with a real time, interactive, flying classroom known as InFlightXT. Supporting time-honored classroom studies, students, educators, and the general public alike, can “learn and experience” science, technology, engineering and math (STEM) subjects as part of our winged journey over some of the most rugged and beautiful country in North America using readily available technology.

Subject matter includes:

- *Aerospace Education*
- *History*
- *Cultures*
- *Geography*
- *Science*
- *Technology*
- *Engineering*
- *Mathematics*
- *Current Events*



THE SECRET OF THE 49th STAR

There are many stories associated with the 49th state, Alaska, which, at the time of the Alaska-Siberia Air Route (ALSIB) and the ferrying program, was only a territory of the United States. The following are directly related to Alaska and BRAVO 369's telling of the history and retracing this portion of the World War II Lend-Lease program.

- ALSIB Memorial, Fairbanks, AK
- Alaska-Siberia Research Center, Juneau, AK (Alexander Dolitsky)
- Soviets in Fairbanks, AK
- Commemorative Air Force, Merrill Field, Anchorage, AK (Col. Howard Hunt)
- The Wien Family, Wien Air Alaska (Merrill and Richard Wien)
- Alaska Airmen's Association
- Alaska Airlines - Friendship Flights (Nome, Alaska to Providenya, Russia)
- Air Route B369 - General Aviation Route (Nome, Alaska to Providenya, Russia)
- Alcan Highway

BRAVO 369 FLIGHT FOUNDATION TEAM

Executive Team

- Jeff Geer - President & Chairman
- Doug Fenton - Vice Chair
- Michael O'Shea - Director
- David Courtney - Director
- Allan Snowie - Director
- Craig Lang - Director



Production Team

- Jeff Geer – Executive Producer
- David Lowrance – Producer / Film Maker
- Craig Lang – Producer / Writer
- Lyle Jansma – Aviation Photographer
- Alan Anders – Computer Graphics

Flight Team

- Alan Anders – Squadron Leader
- Jeff Geer – Pilot
- Mark Kandianis – Pilot
- Craig Nelson – Pilot
- Allan Snowie – Chase Aircraft Pilot / Photoship Pilot
- Merrill Wien – Pilot/Project Consultant
- Mike Rutledge – Logistics and Operations Officer
- Lyle Jansma – Aerial Aviation Imagery
- David Lowrance – Aerial Film Maker

Technical Advisors

- Dan Hagedorn – Senior Curator, The Museum of Flight, Co-Author of “Air Arsenal North America”
- Blake Smith – Author of “Warplanes to Alaska” and “Wings Over the Wilderness”
- Alexander Dolitsky – Author of “Allies in Wartime” and Director of the Alaska-Siberia Research Center
- Debbie Jennings – Local WASP (Women’s Airforce Service Pilots) subject matter expert
- Merrill Wien – Wien Air Alaska, synonymous with Alaska Aviation history
- Melissa Edwards – Director, Washington Aerospace Scholars
- Col. Howard Hunt, Ret USAF – WWII Lend-Lease Pilot, 7th Ferrying Group



TESTIMONIALS

DAN HAGEDORN – Senior Curator, The Museum of Flight, Seattle, WA

“There is nothing that gives me more joy than to see a child looking up at an airplane for the first time and thinking what a marvelous shape. Their mouth drops open – their eyes light up. Children need tangible examples, real things – making the connection between that tangible object and what those objects did in history. That’s what brings history alive. That’s what I think BRAVO 369 will bring to the world.”

MELISSA EDWARDS – Director, Washington Aerospace Scholars, Seattle, WA

“BRAVO 369 has been great about giving students the connection to science, technology, engineering and mathematics (STEM), finding a common purpose and inspiring the next generation.”

MERRILL WIEN – Alaskan Bush, Commercial, & Military Pilot (Wien Air Alaska)

“We’re finding out more and more that there is a lot of interest in these kinds of projects, (such as the BRAVO 369 flight re-creation to Russia). Historical things like this have become very interesting to the public.”

ALEXANDER DOLITSKY – President/Chairman, Alaska-Siberia Research Center

“Lend-Lease and the Alaska-Siberia Airway was a turning point in WWII. It is important to know that the courage and bravery was also done here at home – that peace seeking nations must cooperate to defeat evil – this information must be made available to students and adults so it’s not forgotten. BRAVO 369 will serve this purpose.”

BLAKE SMITH – Author / Historian

“The story of the Alaska-Siberia Ferry Route and the delivery of nearly 8,000 warplanes from the United States to the Soviet Union was an odyssey of flight. It was an event that was unique in aviation history – it had never happened before and it will probably never happen again.”

DEBBIE JENNINGS – WASP Historian

“When I learned about the BRAVO 369 project and their involvement with the school district and how the kids will be daily involved with the flight and what it takes to fly a plane, and then to bring the WASP program into it, is even a greater telling of history.”



“The structure of world peace cannot be the work of one man, or one party, or one nation... it must be a peace which rests on the cooperative effort of the whole world.”

Franklin Delano Roosevelt, March 1, 1945
From an address to Congress on the Yalta Conference



The Alaska-Siberia Memorial in Fairbanks, AK

As part of the BRAVO 369 program, the flight will stop at airfields along the Alaska-Siberia Air Route and pay tribute to the many brave men and women who were involved in this effort during WWII. We plan to coordinate our arrivals with local schools, FBOs, media, and museums to raise awareness of the significance of ALSIB as well as the contributions and sacrifices that have gone unrecognized for 70 years. We will also make every effort to seek out remaining veterans who may still be alive or their immediate families and include their stories and experiences as part of our program.

Warplanes to Siberia



BRAVO 369 Flight Foundation
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The BRAVO 369 Flight Foundation is a 501 (c) (3) non-profit organization supporting science, technology, engineering and mathematics (STEM) including educational and scholarship opportunities and “fly-a-veteran” programs.

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