



# B-17 MEDIA KIT



"Keep 'Em Flying" – Revenue from the B-17 tour helps cover maintenance and operations costs for Aluminum Overcast.

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# ABOUT EAA

**Mailing Address:** EAA Aviation Center  
P.O. Box 3086  
Oshkosh, WI 54903-3086

**Mission:** To grow participation in aviation  
by sharing The Spirit of Aviation®

**Year Founded:** 1953

**Current Membership:** Approximately 185,000

**Website:** EAA.org

## Annual Dues:

EAA Membership ( <i>regular or corporate</i> ).....	\$40
EAA Membership Plus Spouse.....	\$50
Student Membership ( <i>age 18 or under</i> ).....	\$10
Vintage Aircraft Association.....	\$45
Warbirds of America .....	\$45
International Aerobatic Club .....	\$45

## Special Activities:

The annual EAA AirVenture Oshkosh (EAA.org/AirVenture) gathering is known as the World's Largest Aviation Celebration®. Each summer in Oshkosh, Wisconsin, more than 500,000 people and 10,000 airplanes attend a weeklong celebration of flight. EAA AirVenture Oshkosh features nearly 1,000 educational forums, seminars and workshops presented by the top names in aviation. It also includes best aircraft competitions in different categories, from design and restoration to construction.

EAA also has an active network of chapters located worldwide. Many of the nearly 1,000 EAA chapters sponsor fly-ins, workshops, airport days, and other aviation-related events. EAA chapters alone account for more than 14,000 aviation activities each year.

## Name, Scope and Schedule of Publications:

*Experimenter and EAA Sport Aviation are operated by EAA staff and contributors.*

**EAA Sport Aviation** – Published monthly and distributed to all EAA members. Scope ranges from current aviation-related news to how-to, safety, and construction articles, restoration techniques, aircraft features, and monthly columns.

**Experimenter** – A monthly magazine inside *EAA Sport Aviation* for individuals who have an interest in learning about building and flying experimental and ultralight aircraft. It also addresses questions, identifies and explains fears and apprehensions, and provides learning tips for prospective and new builders.

*Vintage Airplane, Warbirds, and Sport Aerobatics are publications from EAA's communities for those who have an interest in specific areas of aviation.*

**Vintage Airplane** – Published bimonthly and distributed to EAA Vintage Aircraft Association members. The magazine is dedicated to maintenance, safety, and restoration of antique, classic, and contemporary classic aircraft. Also includes how-to articles, reports on antique and classic aircraft restoration and fly-ins, monthly columns, and editorials.

**Warbirds** – Published eight times a year and distributed to EAA Warbirds of America members. The magazine focuses on the maintenance, safety and restoration of warbird aircraft. Also includes how-to articles, aircraft restoration case histories, monthly columns, and editorials.

**Sport Aerobatics** – Published monthly and distributed to EAA International Aerobatic Club (IAC) members. The magazine includes maintenance and safety articles that relate to aerobatic aircraft owners and competitors, as well as articles on aerobatic judging, technical tips, monthly columns, and editorials.



# B-17 HISTORY



The Boeing B-17 Flying Fortress is a World War II bomber used primarily in Europe. B-17s from the Eighth Air Force, based in England, participated in countless missions. These missions often lasted for more than eight hours and zeroed in on targets deep within enemy territory. Because of their long-range capability, formations of B-17s often flew into battle with no fighter escort, relying on their own defensive capabilities to ensure a successful mission.

During the war, B-17s were among the most modern aircraft in the U.S. inventory; however, the advent of the jet age and advances in technology made the Flying Fortress obsolete soon after the conclusion of the war. In the following years WWII, most B-17s were cut up for scrap, used in Air Force research, or sold on the surplus market.

In 1934, the Boeing Aircraft Company of Seattle, Washington, began construction of a four-engine heavy bomber. Known as the Boeing Model 299, it first took flight on July 28, 1935. The government ordered production of 13 of these aircraft, now designated the Y1B-17. Delivery of these first production models was between January 11 and August 4, 1937.

The B-17 received the name Flying Fortress from a Seattle reporter who commented on its defensive firepower. The aircraft underwent a number of improvements over its 10-year production span. Models ranged from the YB-17 to the B-17G. Throughout the war, it was refined and improved as battle experience showed the Boeing designers where enhancements could be made. The final B-17 production model, the B-17G, was produced in larger quantities (8,680) than any previous model and is considered the definitive Flying Fortress. With its 13 .50-caliber machine guns—chin, top, ball, and tail turrets, and waist and cheek guns—the B-17G was an airplane that earned the respect of its combatants. In addition, air crews liked the B-17 for its ability to withstand heavy combat damage and still return its crew safely home.



Between 1935 and May of 1945, 12,732 B-17s were produced. Of these aircraft, 4,735 were lost during combat missions.

Today, fewer than 100 B-17 airframes exist and even fewer are in airworthy condition. At one time, more than 1,000 B-17s could be assembled for mass combat missions; today less than 15 of Boeing's famous bombers can still take to the air.



# FOR THE MEDIA

## Experience a Flight in a World War II B-17 Bomber!

### Multi-Day Stop

During EAA's B-17 tour, media representatives are invited to experience a complimentary flight in the remarkable *Aluminum Overcast*.

Up to two members of your news staff are eligible for a flight that will take place the afternoon of the aircraft's arrival.

To RSVP, please e-mail the following information to Nicole Rayos ([nrayos@eaa.org](mailto:nrayos@eaa.org)):

1. Name of media outlet
2. The tour location where you will be taking the media flight
3. Name(s) of your media representative(s)
4. Contact phone number and email address (in the event of a schedule change)

This invitation is for working media only. Once your information is received we will confirm your reservation via e-mail. A release form must be completed onsite for all flight participants.

### One-Day Stop

Media attendees will be given a complimentary ground tour that will take place the afternoon of the aircraft's arrival. Crew will be available on site for interviews, and the aircraft will be on display for photo and video opportunities as well.

We hope you will be able to join us for this special event!

## Potential B-17 Storylines

- > Local veteran who served on a B-17 during World War II (pilot, copilot, navigator, bombardier, waist gunner, tail gunner, crew chief, mechanic).
- > Local member of the Women's Airforce Service Pilots (WASP) who ferried B-17s during World War II.
- > Local individuals who built B-17s during World War II, including women who were known as "Rosie the Riveter."
- > B-17 production facilities were located in Seattle (Boeing), Long Beach (Douglas), and Burbank (Lockheed).
- > Individuals who plan to fly the B-17 as a tribute to their father, grandfather, or other relative who served in World War II. In the past, passengers have carried photos, logbooks, or other family memorabilia on B-17 flights.
- > Individual familiar with aircraft technology who can compare World War II warbirds to today's aircraft (including civilian aircraft) for a non-aviation audience.