

“MILK RUN”

Oregon Chapter 8th Air Force Historical Society News Update July, 2008



August 2008 Meeting is on **AUGUST 2**. 10 AM till 2 PM.
The meeting was changed to this date to avoid conflict with the Hillsboro International Airshow.



Rebuilding Warbirds

The amount of time to restore / rebuild a WW II plane is much longer than it took to originally build it at the factory – and a whole lot more money too! In Polk City Florida is the Weeks Air Museum. Mr. Weeks is independently wealthy and has flown on the US Aerobatics team twice. His hobby is rebuilding aircraft – as seen in this P-51C that was rebuilt to reflect an aircraft flown in the 99th Fighter Squadron.

It takes anywhere from 1500 to around 60,000 hours to rebuild an aircraft – and thus from 1 to at least 15 years at the current pace of 5 people working

randomly on an aircraft.

At the end of the war a B-17 cost the US Government around \$150,000 while a P-51 cost \$70,000. The B-24 cost was down to \$102,000. To rebuild a P-51 to as new state costs around 2 million, while a B-17 is up to around 5 million. All the a/c that is restored at the museum are flown.

109 Aircrew Still Missing in Poland

A new group of U.S. Defense POW/Missing Personnel Office arrived in Poland the 2nd week of July to investigate leads of US Aircraft shot down over Poland during WW II. This is an ongoing effort since 2006. The remains of 109 Americans are believed to exist within the Polish borders established after WWII. The same is occurring in other countries that used to exist behind the “Iron Curtain.”

An old Bulgarian man showed investigators an attic which contained some wreckage of a bomber – including the engine. The engine's serial number allowed the team to correlate it to a B-17 crash near the village of Veslets in northeastern Bulgaria.

"From there, we were able to clarify what happened to the crew," Gray said. "It was a very good find for us." He said all 10 crew aboard the plane were killed. (This was likely a 15th AF bomber.) This means that the man collected the parts back in WWII in hopes of notifying the US – it just too 60+ years for that to occur.

Ammo Stockpile Discovered in Poland

On July 9 A buried stockpile of World War II German ammunition and explosives was found by a beach in northern Poland.

A mushroom picker discovered a machine gun belt sticking out of the ground in a pine forest near the Baltic Sea village of Swibno, said Piotr Bik, the official in charge of removing the material.

They estimated 155,000 pounds of explosives was buried by German troops, and 20,000 pieces of other explosive material, including detonators and various ammunition was in the cache.

Graveyard of the Atlantic Survey

NOAA will lead a research expedition July 7-26 to study the wrecks of three German submarines sunk by U.S. forces in 1942 off the coast of North Carolina during the Battle of the Atlantic. "This expedition is the first part of a larger multi-year project to research and document a number of historically significant shipwrecks tragically lost during World War II, including U.S. and British naval vessels and merchant marine vessels," said David W. Alberg, expedition leader and superintendent of USS Monitor National Marine Sanctuary. "The information collected during this expedition will be crucial to efforts to preserve these historic sites."

The U-352, U-85 and U-701 are to be surveyed using non-invasive methods. All three ships are considered war graves and cannot be disturbed. However, U-352 and U-85 shows previous damage from illegal salvage operations. The U-701 is too deep for recreational divers to get too.

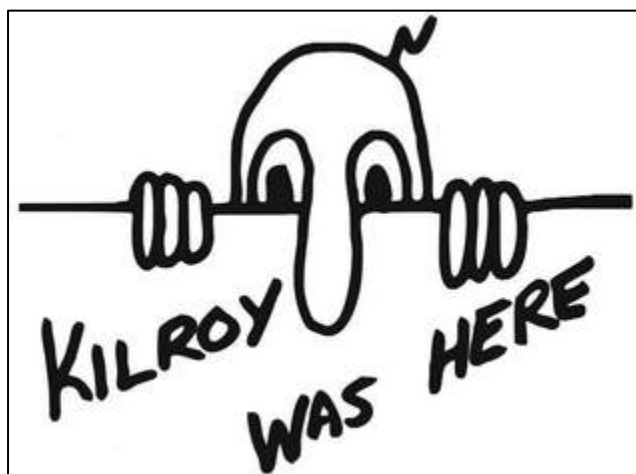
A great book to read about the battles that took place here is "Operation Drumbeat."

Kilroy Stamp?

An effort by World War II veteran Joseph A. Schneider Sr., 88 was trying to get the iconic "Kilroy" on a U.S. postage stamp for 2008 – but it did not pass the 15 person committee so he will try again in 2009. Full story at:

<http://www.delawareonline.com/apps/pbcs.dll/article?AID=/20080715/NEWS02/807150354>

The story that I read originated due to a ship something to keep the piece rate on rivets. number in chalk only, he name to make it harder inspection chalk line. and move the chalk line and thus they could get got paid AFTER an and counted the number during their shift. Thus if NEXT shift inspector



stated that the phrase inspector had to do people from padding Instead of his inspector started putting his for crews to erase his The people would erase to count more rivets paid more since they inspector had checked of rivets they put in they erased it, the would come on and

count the number from the new chalk line – and thus they get paid for more work than they actually did!

Thus as people used the ship, they would see that chalk saying still on the bulkheads (they were not painted) with the phrase "Kilroy was Here" and thus it spread. This is what Wikipedia also has stated. http://en.wikipedia.org/wiki/Kilroy_was_here

When people opened up sealed areas of a ship for repairs and STILL found the phrase –

they could not figure out how that same person got in there to mark before they did it so it obtained legendary status.

There is a web site called: www.KilroyWasHere.org

Top Turret Gunner's Dog Tags Returned

On Aug. 18, 1944 a B-24 on a mission over northern France was shot down – and in 2008 a French farmer plowing his field discovered a twisted dog tag and a 1938 Vermont Proctor High School class ring.

On July 5, a soldier with the Vermont Army National Guard turned over the items Felix Shostak was believed to have been wearing when he went MIA during that mission.

This was part of 8th AF Mission 561: 52 B-24s are dispatched to hit Roye/Amy Airfield, France (42 bombed it) and 10 hit targets of opportunity; 2 B-24s were lost, 1 damaged beyond repair and 37 damaged; 2 airmen are KIA, 1 WIA and 21 MIA. Escort was provided by 96 of 99 P-51s dispatched who returned without loss.

USS John Rodgers Rusting Away in Mexico

The USS John Rodgers, 1 of 175 Fletcher-class destroyers built during WW II is rusting away in Mexico – due to Mexican bureaucratic ineptness and other delays. This ship fought for two and a half years in the Pacific including in the Philippines, Kwajalein Atoll, Guam, Iwo Jima and Okinawa. In September 1945 it was anchored in Tokyo bay with 12 battle stars and not a single casualty had been suffered.

Each Fletcher had a crew of upwards of 300 sailors. Like many WW II ships most were scrapped by the mid 1960s since the US Government did not want to make museums of them and did not want others to have them either.

Only five Fletchers survive today — four as floating museums in Buffalo, NY; Baton Rouge, La.; Boston, MA; and Greece(!) and the John Rodgers which sits tied up around about 150 miles North of Acapulco. After 7 years of trying to get paperwork correct so it can be towed north – it sits almost ready to be scrapped by Mexico due to dock rent.

After the John Rodgers was decommissioned in 1946 the Navy lent it to Mexico. They renamed it Cuitláhuac. Mexico eventually bought it outright and deployed it on patrols, including hunts for narcotics traffickers. Mexico decommissioned it in July 2001.

See:

<http://www.nytimes.com/2008/07/15/world/americas/15destroyer.html?em&ex=1216267200&en=837ca603b2795d09&ei=5087%0A>

C-47s Grounded in Europe – by EU Bureaucracy

Due to the central European Government in Brussels which now owns all rights to air transport rules in all of Europe – they have implemented new rules – and thus grounded – all C-47s (DC-3s, Gooney Birds) by a simple change in the rules. These new rules they enacted means the requirements to fly passengers in a 1937 DC-3 is identical to that of an Airbus 300 or Boeing 757 – you need all weather radar, escape pods, ice detection, FL 42000 capabilities and all the other modern gear which exists for an aircraft flying passengers if it carries more than 17 people.

These flight rules passed by the EU body went into effect on July 16, 2008. The “one size fits all” rule philosophy central to the EU (in everything) puts the DC-3 in the same airplane

category and requires them to operate by the same rules and have the same safety gear as an Airbus 380.

``It's bureaucracy gone mad," said Trevor Cherrington, 49, a civil servant who paid 90 pounds (\$179) for one of the 64-year-old planes' last joyrides. ``If they've been flying this many years, how have they suddenly become dangerous?"

In 2005 England's only flying B-17 Flying Fortress "Sally B" was grounded after EU gross a/c weight rules meant the aircraft fell into same insurance category as a Boeing 727. This rules mean a 1,000-pound-a-day (\$2,000 US) insurance premium if it wanted to carry passengers on a flight. Thus to fly each person would have to pay \$900+ for a 30 minute flight if 7 people signed up.

<http://www.bloomberg.com/apps/news?pid=20601102&sid=atafWiVmFhy0&refer=uk>

Local Aviation

Hillsboro International Airshow August 8 thru the 10th.

The 8th AFHS will be sharing at booth at the show.

Old Bold Pilots Club

Meets on the 2nd Wednesday of each month from 12 Noon till when people leave.

Meetings are at The Village Inn Restaurant; 17070 SW 72nd Tigard right at Lower Boons Ferry Road and I-5 on the west side of I-5 at Exit 290.

ANA – Association of Naval Aviators

Meetings are the last Thursday of each month at the Elks Lodge next to Gateway Transit Center. 711 NE 100th Avenue, Portland, Oregon. Meeting is from 11:30 till around 2 PM.

Contact LtC George Bickford (Ret) at 503-789-8061. e-mail: bick @ teleport.com

Mailing address: Flying Beaver Squadron; PO Box 432; Clackamas, Oregon 97015-0432

Southern Oregon Warbirds Association

If you live in southern Oregon you can meet x-aviation personnel at the Southern Oregon Warbirds Association (SOWA) <http://www.southernoregonwarbirds.org>.

Their meeting locations keep changing so you need to always check to see where they are meeting for both their luncheon and their dinner meeting. Elmer Giles at 541-957-9260 is the POC. Their dues are \$10 a year.

Aviation Breakfast Club

This is the Walt Bohrer Chapter and they meet on the 2nd Sunday of each month (except Easter and Monther's Day) from 10 AM till 12 Noon at J.J. North's Grand Buffet at 10520 N.E. Halsey St, Portland, Oregon. 503-254-5555; e-m,ail: aviationclub @ aol.com

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