

“MILK RUN”

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



February 2009 Meeting is **February 7**. 10 AM till 2 PM.

History News

Readers, where's your story?

TSA Proposed Legislation

If this TSA Legislation is enacted, it will be the end of the 'Wings of Freedom Tour' (Collings Foundation) and similar flight programs.

Time sensitive action required.

RE: Docket Number TSA 2008-0021, Large Aircraft Security Program, Other Aircraft Operator Security Program and Airport Operator Security Program

On October 30, 2008, the TSA issued a Notice of Proposed Rule Making (NPRM) with only a 60 day comment period (which includes several holidays and a period when, typically, Washington becomes a "Ghost Town") calling for sweeping new security requirements on the operation of all aircraft exceeding 12,500 pounds.

The Collings Foundation's preliminary assessment of the proposal is that this legislation would be so cumbersome, far reaching, and virtually impossible to comply with, that our flying of historic aircraft would not be possible.



Collings Foundation photograph

Because of the onerous requirements and encroachment on personal freedoms suggested in the NPRM, three major aircraft associations, AOPA, EAA and NBAA, have called for extending the comment period to 120-days, plus public hearings to evaluate the impact and interpretation of the proposed ruling.

Industry estimates are that over 15,000 aircraft, 10,000 operators and 300 airports will be impacted by the 67-page proposal. New concepts of third party auditors, security program training and approval, and third party watch list checking firms with timely approvals -- which would allow the general

aviation community to comply with these regulations do not exist, thereby resulting in a real Catch 22.

Furthermore, there seem to be no discussions of the cost vs. benefits of this huge Federal Program, and who would pay for it other than the General Aviation Community.

As it is proposed, TSA-2008-0021 would have an enormous impact on general aviation, plus violation of Constitutional Rights issues.

As to its effect on the Collings Foundation, our assessment is that, as proposed, it would be fatal to the Wings of Freedom Tour and our ability to take these historic aircraft around the country and share them with millions of Americans annually. Please note that with some concern for political correctness please use historic aircraft rather than bombers or warbirds in your communications and correspondence.

The bottom line is that we need your help both short-term and long-term. Short-term, we need you to support the aviation communities request to extend the comment period by a minimum of at least 60 days.

The current deadline for comments is December 29, 2008.

Official Response: You may submit comments, identified by the TSA docket number TSA 2008-0021 to the Federal Docket Management System, a government-wide electronic docket management system, using any and/or all of the following methods:

- **By Mail, In Person or Fax** to the Docket Management Facility, US Dept. of Transportation, 1200 New Jersey Ave SE, West Building Ground Floor, Room W12-140, Washington DC 20590-0001. Fax 202-493-2251.
- **Electronically** through the Federal eRulemaking portal at <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Higher Level Responses.** If any of the Aviation Committee members of either the House or Senate, are your representatives, the same appeal for extension could be even more effective. For a list of Transportation/Aviation Committee members in the House of Representatives and Senate, click the appropriate link below:
- House of Representatives: [click here](#). Senate: [click here](#).

Oregon Chapter TAPS

Dexter Forbes, Navigator 392 BG (H) – January 13, 2008

Warren Whitting, Navigator 381 BG (H) – January 17, 2008

Stan Greer, Lead Bombardier 389 BG (H) – February, 2008

Andrew Brown, Navigator 457 BG (H) – March 15, 2008 – Founding President of Oregon Chapter

Sam Snodgrass, Supply Sgt 33 ADS – April 1, 2008

Edwin Dey, Radio Operator 92 BG (H) – April 29, 2008

Joseph R Rowland Jr, S/Sgt Eng 351 BG (H) – June 5, 2008

Jessie Pace, T/Sgt 95 BG (H) – August 31, 2008

Edgar J Mullen, S/Sgt 491 BG (H) – September 16, 2008

Virginia Knight, wife of Marvin Knight 493 BG (H) – October 8, 2008

June Richardson, wife of Stan Richardson, October 2008

Bomber Command Members March in English Remembrance Parade

As told by Doug Radcliffe, secretary of The Bomber Command Association in England, the men in the parade are normally overlooked due to lack of distinctive attire. This year, however, they will be wearing their original Irving Flying Jackets – the original Irvine “Bomber Jackets” and so named after its Canadian inventor Leslie Leroy Irvine, and each of the 4 will be carrying their flight helmets to help identify them.

Mr. Radcliffe was a Wellington Radio Operator during the Second World War. He was one of the lucky ones (especially as a Wellington crew member) to survive a tour. Bomber Command suffered a 73% overall causality rate – only 27 crew members out of 100 in Bomber Command ever finished a tour of 30 night missions. This is one reason why over 55,000 members of bomber command died during the war.

As a result of this, in the UK they launched a “Forgotten Heroes” appeal to get a memorial built in central London to honor all members of the WW II Bomber Command appeal. They have around \$1.4 million and need another \$3 million.

Full story:

<http://www.telegraph.co.uk/news/newsttopics/rafbombercommand/3367366/Bomber-Command-veterans-to-wear-flying-gear-for-remembrance-parade.html>

What Did the Army Do with Worn Out B-25s in The South Pacific? They gave them to the Marines.



Photo from Ned Wernick

Marine Corps pilots of VMB-423 squadron are pictured with a B-25 bomber during training in 1943 in Edenton, N.C.

See the full story at <http://www.knoxnews.com/news/2008/nov/01/seahorse-reunion/>

Member of VMB-423 met recently for their now annual reunion in Knoxville Tennessee. 500 strong when these “Seahorse Marines” were

stationed in the Southwest Pacific around the Bismarck Sea for over a year, there are far fewer left now.

While on Green Island and others Pacific airfields, they bombed shipping, airfields, and did low level strafing runs in their B-25s against the Japanese.

"B-25s were sturdy but hard to fly - the equivalent of flying a bank vault. They were shot through and through during low-level runs, "which were more fun," said Richard Shipley, 83, of Camarillo, Calif. He was a radioman and side gunner.

"It was boring up at 10,000 feet," he said, talking over war stories with some buddies Friday. "Nothing but Japanese flak up that high," he said.

Seahorse Marines loved what they called "heckling." Those were island night raids, dropping a single bomb, turning, and coming back to drop another, just to keep the Japanese pinned down, 24 hours a day, seven days a week."

"We had these stubby beer bottles," said Shipley, the group's newsletter editor. "We'd drink the beer before we took off, and then over a target, we'd drop the stubby bottles. I don't know how, but those bottles had the same whistle as our 100-pound bombs. "We'd drop bottles and then quit. The Japs would get confused in their counting and think the bombing was over. They counted the whistles instead of the explosions. They'd turn the lights back on, and we'd bomb them again."

"You know," said Shipley, after a pause, "the American soldier was innovative."

War Bonds – Funding was never left out of the War Plans

Full Story:

<http://www.democratandchronicle.com/article/20081027/NEWS0204/810270317/1002/NEWS>

This article details some of the very creative ways that Rochester New York dreamed up as ways to sell War Bonds. One, included having a miniature aircraft carrier aligned on a map to start at in the Philippines and as money was raised it kept moving – island hopping – till when the goal was reached it was at Tokyo.

Also World War II starting in 1943 you have to thank for automatic payroll deduction of income tax. This was implemented by the Treasury Department to cut down the amount of cash in circulation instead of the then practice of people sending in the tax they owed at the end of the year.

Berlin's Templehof Airfield Closed

Berlin's most famous airport, of which the curved Airport Terminal building was one of the largest buildings in the world when it was completed in the 1930s, and it survived the war, is now closed.

The airport was closed due to the similar circumstances that closed the Denver airport and relocated the airfield to the hinterlands, plus the political desire to build a massive

one stop airport and close down more convenient close in airports to appease noise complaints.

Himalayan Trek to Find Crashed Bomber

Full Story at: <http://www.charlotteobserver.com/local/story/281294.html>

Gary Zaetz went to India to get to the crash site of "Hot as Hell". Uncle 1st Lt. Irwin Zaetz and seven other crew members died in on 25 January 1944 when their World War II bomber crashed in this remote region.

Clayton Kuhles found the remains of the plane in 2006. Six months later, Zaetz read about it on Kuhles' Web site. <http://www.miarecoveries.org/>

"Flying Fox" killed in Car Accident

Highly decorated Second World War Spitfire pilot known as "The Flying Fox", Hon. Col. Charles (Charley) W. Fox, 88, the subject of a recently released book, was killed Saturday afternoon (October 18th?) when his Saab was struck.

On July 17, 1944, Flight Lt. Fox is credited with helping end the career of Field Marshall Erwin Rommel -- the "Desert Fox".

Flight Lt. Fox was piloting one of two Canadian Spitfires from the 412 Squadron when the pair unknowingly encountered Rommel and his driver on July 17, 1944 in the Normandy countryside and fired on his speeding black staff car in France.

The driver reacted to the strafing attack and then Field Marshall Erwin Rommel suffered serious head injuries after being thrown against the windshield post.

In 2004, a war expert confirmed, after consulting first-hand accounts and logs, that it was most likely Fox who fired on Rommel.

Fox is also credited with flying three patrols from the coast of France on D-Day and received the Distinguished Flying Cross for the 153 enemy attacks.

<http://woodstocksentinelreview.com/ArticleDisplay.aspx?e=1255396>

Honor Flights to DC WW II Memorial

William C Wildman, 85, is one of about 100 veterans who will be on the inaugural Honor Flight to the nation's capital Nov. 15 to visit the National World War II Memorial.

He served in the unit had earned fame in 1942 for flying 65 hours from its base in Florida, hopping from the Gold Coast of Africa to the Sudan before landing in Egypt.

There, the 376th "Stone Crushers" pulverized enemy oil refineries in Romania and helped turn back German Field Marshall Erwin Rommel's Afrika Corps in North Africa.



The 376th BG(H) Spent a log of time bombing the Ploesti Oil Fields.

His closest call came on December 31, 1944 when a flak shell exploded and the Liberator's windshield exploded. Shards of steel nicked Wildman's flight jacket and removed much of the skull of flight engineer Joe Kelly, of New York, who was standing behind Wildman, holding on to the back of his seat. "Half his head was gone. An eye was gone," said Wildman, who flew 32 missions over Italy, Austria, Romania and Germany from fall 1944 to April 1945. "Frankly, I was pretty shook up. That could have been me."

Full story at:

<http://www.thestate.com/local/story/561011.html>

RAF Hudson bomber discovered in Papua New Guinea

The Hudson bomber, used in great numbers by the RAF before and right after the US entered the war as a light bomber, assigned RAAF code A16-126, was shot down by Japanese fighters in a raid on shipping in Gasmata Harbour on February 11, 1942.

On board that day were Flying Officer Graham Gibson, Pilot Officer Frank Thorn, Sergeant Barton Coutie and Sergeant Arthur Quail.

A RAAF team went to the site after missionary Mark Reichman was told about it from a local village. They found identity tags and other personal items, but no human remains.

Tuskegee Airmen Battle Correction

Due to an editing error by an Air Force Reserve amateur historian in a 1953 book he was editing saying they collided on takeoff, this factual error has been laid to rest.

The two Tuskegee airmen were reported MIA on July 2, 1943, when the men disappeared while escorting a dozen B-25 bombers on a mission near the coast of Sicily. Lt Sherman White of Montgomery and LT James McCullin of St. Louis did not die in a takeoff collision but either were killed when they collided with each other during combat with German Luftwaffe fighters, or most likely, shot down by enemy pilots.

Full story:

<http://www.montgomeryadvertiser.com/apps/pbcs.dll/article?AID=/20081012/NEWS01/810120315/1009>

Collection of Model Aircraft

John Kalusa carved out of balsa over a period of 50 years starting in 1936, a total of 5,829 miniature flying machines. They are all at 1/18 scale. This allows all of them to be visually compared when looked at.

They were all donated to Emery-Riddle Aviation and are now housed in their new Florida classroom building on the 2nd floor.

Another Bf-109 Fully Restored

In Clovis, just outside Sacramento, Harold Kindsvater has finished a 10 year effort to restore a Bf-109G to both flying and museum standards.

Painted in the colors of JG-26 – the Abbeville Boys – it was featured on the October 12 "Showdown Air Combat" after a film crew came by to photograph it for the show.

"It took two months to paint it," Kindsvater says.

The detailed paint job includes the German lettering "nicht betreten" (don't step on) and "nicht anfassen" (don't touch) at key points on wings and tail. (They should have added Nicht schissen – don't shoot!)

Full story: <http://www.fresnobee.com/lifestyle/story/897290-p2.html>

Need a Spitfire?

The price has been going up, it is now at \$1.9 million.

Sold at Auction in Nelson, New Zealand this World War II Spitfire fighter, one of fewer than 60 still flying worldwide, sold for NZ\$2.8.

The aircraft, a 1945 Mk. XVI variant was purchased by North China Shipping Holdings Co. Chairman Yan-Ming. He plans to donate the fighter to the China Aviation Museum in Beijing, China.

To rebuild a Spitfire "basket case" takes three years and \$1.3 million.

Museum of Aviation at Robins Air Force Base

A new aviation museum at the Macon Georgia air base opened up for business October 17, 2008.

40 men of the 507 PIR, 101 Airborne Division of WW II were on hand during the ceremony.

The museum will specialize in the 14th Air Force – whose AVG members -- The Flying Tigers – stayed behind and formed the nucleus of the new unit on July 4, 1942 in China. In addition, they will also have on display the history of the Tuskegee Airmen. In addition, other historical aircraft will be on display.

New Aegis Destroyer named in honor of Rear Admiral Wayne E. Meyer

Still living at 82 years of age, the retired Admiral is one of a few dozen people to have ships named after them while still alive. The practice of naming ships after living people started after the Revolutionary War when some ships were named after George Washington, during the US Civil War, and then on occasions afterwards.

The most recent ships named while people are still alive to tour them include: USS Ronald Reagan (CVN-76) in 2001, USS Nitze (DDG-94) in 2004, USS Jimmy Carter (SSN-23) in 2004, USS George H. W. Bush (CVN-77) in 2006 and now USS Wayne E. Meyer (DDG-108) on October 19, 2008.

York River may hold a B-25

On January 31, 1956 a B-25 ran out of fuel and ditched in the York River at Pittsburg. The crew escaped, but the plane's recovery was never attempted. Now a group of people with the organizational name of "B-25 Recovery Group" tried to locate it via radar, and diving, but were unsuccessful.

Just too much other junk has been deposited onto the riverbed over the past 50 years to see it while scuba diving. They will try again.

"The Combat Report" Web Site

Don Bourgeois, past 8th AFHS Oregon President, has been writing articles for a long time and recently has been writing articles for "The Combat Report" www.thecombatreport.com web site – which is a companion site to the National Combat History Archive based in Hillsboro, Oregon.

Don spent a year on Guam as part of his job and was able to get to Tinian to visit the airfield and pad where B-29 Enola Gay and Bock's Car were based for their mission to Japan on August 6 and 9th 1945 respectively. He was also able to get to Iwo Jima.

TCR web site has lots of interesting first person accounts from World War II onwards as well as aviation centric articles.

Archiving History for Others to Use

If you have material you would like to loan to Tom Philo, one of the chapter historians for the Oregon Chapter 8th Air Force Historical Society, to be scanned and returned contact him for arrangements. Or, you can donate permanently your material to the chapter. Either way, you will get a CD / DVD copy of everything turned in.

Local Chapter News and Groups

Pearson Air Museum

December 13 – Santa in a plane -- have your kid's photo taken in one of Pearson's aircraft between 10 AM to 2 PM.

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>.
Meeting location: New Life Christian Center, 1723 NE Vine Street, Roseburg, Or 97470.
POC: Elmer L Giles, 102 Shadow Ranch lane, Roseburg OR 97470 Cell phone 541 430 4165. Dues \$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 Mother's Day) from 10 AM till 12 Noon at various places now that their long time meeting place shut down. Call for details: 503-254-5555; e-mail: aviationclub @ aol.com

Need to do Photo or Video research?

You are free to go over to and talk, learn, and do photo, movie, and audio research at:
The National Combat History Archive
5801 NW Cornelius Pass Road
Hillsboro, OR. 97124
TEL: +(1) (503) 597-7030
FAX: +(1) (503) 597-7037
EMAIL: Gary Mortensen grmortensen@militarylibrary.net

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