

# “MILK RUN”

## Oregon Chapter 8<sup>th</sup> Air Force Historical Society News Update July, 2009



August meeting is on **August 8**. 10 AM till 2 PM.

### History News

*Readers, where's your story?*

#### ***Allen Chapin Flies in B-17 Again***

Allen is a chapter member of the 8<sup>th</sup> AFHS of Oregon.

Excerpted from: "The Argus" newspaper out of Hillsboro, Oregon.

<http://www.oregonlive.com/news/argus/index.ssf?/base/news/1245176422253590.xml&coll=6>

Hillsboro resident Allen Chapin is one of the few remaining who have a direct connection to the Flying Fortresses of World War II. Thanks to the Collings Foundation, Chapin had the opportunity Friday to fly once again in a B-17, this time the relatively short - and safe - flight from Corvallis to Hillsboro's airport.

Chapin had been copilot in the 10-man crew of another B-17, but that one's final flight ended much differently. Ann Lukacs, a Colorado woman whose late uncle had been navigator on the same crew, had contacted Chapin while researching family history. Chapin, along with Joe Walters, his former ball turret gunner who now lives in Florida, are the only surviving crewman. Lukacs contacted the Collings Foundation and arranged Friday's flight.

Chapin had served with the 535th Squadron. In August 1943, they took off from their base in Ridgewell, England, to participate in the bombing of a ball-bearing factory in Schweinfurt, Germany. "Everything had to have ball-bearings," Chapin said, "so knocking it out would slow the war down."

#### ***Milk Run Editor's Note:***

Allen was shot down on August 17, 1943 in the Schweinfurt part of the "Double Strike" bombing mission where the three ball bearing factories in Schweinfurt were attacked as well the Messerschmitt assembly plant in Regensburg was successfully attacked by the 3 Air Division lead by Curtis LeMay. 60 Planes were shot down on the mission: 24 going to Regensburg and the other 36 from the Schweinfurt mission - which started 2 ½ hours after the Regensburg raid had already left due to fog.

Schweinfurt was eventually attacked over 22 times during the war by the 8<sup>th</sup> Air Force (never by the British, too small of a city to target at night) - and it was still was producing ball bearings when the city was captured at the end of the war in April 1945.

## ***Flaming Mayme – A B-17 in North Africa***

<http://www.al.com/news/huntsvilletimes/madison.ssf?/base/news/1226484942153150.xml&coll=1>

"The tail gunner of the Flaming Mayme, Sgt. John Burge, 22, Jefferson, N.Y., opened fire on one of the latest type Messerschmitt 109-G's and fired steadily until the Nazi was within 100 yards before it finally went down in flames. Soon afterward, another Messerschmitt attacked from the rear, and both Burge and the radioman-gunner, Sgt. S.J. Hansen, 22, of Ben Lomond, Calif., opened fire and watched their attacker dive for the ground amid flames. Lt. Wikle and his co-pilot, Lt. J.A. Balaban, 28, of Tuttle, N.D., first knew of these engagements when they began to feel the vibration of their guns and heard over the headphones the arguments of the gunners as to who had hit the Germans."

## ***Diary Returned after a 65 Year Detective Hunt***

<http://www.the-dispatch.com/article/20081111/ARTICLES/811110291/1005/news>

Jim Chapman, with the help of a television show, helped return the diary to the daughter of a first lieutenant in the U.S. Air Force who was killed in Europe before he could ever return to see his wife and newborn baby.

The diary belonged to Moran Chapman of the 445th Bombardment Group. This was the group that actor Jimmy Stewart was a Commanding officer. The group flew 280 air raid missions in Europe during the war.

(If this is "The History Detectives" show, then on Either August 31, or September 7, 2009, at 9 PM on PBS here in Oregon, they will air a segment on two POWs from Stalag 17B, that I helped in researching. They donated the two books used in the research to our Oregon Chapter: *Attlebridge Arsenal*, and *Missing Planes of the 452<sup>nd</sup> Bomb Group*.)

## ***B-24 "Off Limits" Still around in England***

Bits and Pieces of it still exists where Guy Gipson had to ditch it on English soil after a bombing mission the marshaling yard at Touman-en-Brie, southeast of Paris.



The crew of "Off Limits" consisted of pilot Lt. Guy Maurice Gipson; co-pilot Lt. Franklin A. Draper; navigator Lt. Raymond F. Pariseau; bombardier Lt. Alvin D. Lichtenstein; radio operator Tech. Sgt. Richard J. Peters; and five gunners: Staff Sgts. Edward S. Pendowski and Donald E. Mann and Sgts. Joseph W. Losowski, William P. Stevens and Gideon W. Swick.

The plane, based with the 34th Bomb Group, 93rd Bomb Wing, of the 8th Air Force at RAF Mendlesham, in Sussex, had been shredded by cannon blasts from a German fighter and had lost two engines to flak. Low on fuel and barely in the air at 3,500 feet, it lost its remaining two engines just as it reached the English coast.

Dead stick in a B-24 gliding at a 1200 feet per minute decent is not a good place

to be – but all 10 crew walked away from it due to the skill of pilot Gipson.

<http://www.shreveporttimes.com/article/20090621/NEWS01/906210318/World-War-II-bomber-crash-leads-to-journey-for-family>

### ***Congressional Gold Medal to Women Airforce Service Pilots***

On July 1 President Obama signed the bill that awarded a Congressional Gold Medal to the WASP personnel.

"The Women Airforce Service Pilots courageously answered their country's call in a time of need while blazing a trail for the brave women who have given and continue to give so much in service to this nation since," said President Obama. "Every American should be grateful for their service, and I am honored to sign this bill to finally give them some of the hard-earned recognition they deserve."





Whitehouse Photo

**Women's Airforce Service Pilots**

Elaine Danforth Harmon, Lorraine H. Rodgers, Bernice Falk Haydu

**Active Duty United States Air Force Pilots**

Colonel Dawn Dunlop, Colonel Bobbi Doorenbos, Lieutenant Colonel Wendy Wasik, Major Kara Sandifur, and Major Nicole Malachowski.

Other Photos at: [www.flickr.com/whitehouse](http://www.flickr.com/whitehouse)

Between 1942 and 1943 over a 1,000 women joined the WASP program. 38 of them were killed while on duty (one was killed by an aerial gunner firing at the target she was pulling in her P-51 - he was a bad shot). Like the "Code Talkers" of the Pacific, their contribution went largely unrecognized for years and only in 1977 were they awarded veteran status.

***Col. Kenneth L. Reusser the most decorated U.S. Marine Corps aviator***

Col Reusser died June 27 in Milwaukie Oregon at the age of 89.

Col Reusser flew a total of 253 combat missions in World War II, Korea and Vietnam. He was shot down five times – at least once in each war. He earned two Navy Crosses, four Purple Hearts and two Legions of Merit among his 59 medals.

In 1945, while based on Okinawa, he and a co-pilot flew their F4U-4 Corsair fighters and intercepted a Japanese observation plane at such a high altitude that both Corsairs AND the Japanese recon planes guns froze. Together he and his wingman flew their fighters into the observation plane – he successfully hacked off its tail with his propeller and both he and his wingman landed back at Okinawa – their engines cutting out due to lack of fuel on rollout. He got the Navy Cross for that. He told his story to me at a local ANA meeting a few months ago while I was there.

Story at:

[http://www.oregonlive.com/news/index.ssf/2009/06/rob\\_finchthe\\_oregonian2002us\\_m.html](http://www.oregonlive.com/news/index.ssf/2009/06/rob_finchthe_oregonian2002us_m.html)

## ***A Thought for Stalingrad***

Here is an article that shows the true scale of some World War II battles – from an African Newspaper site due inspired by the exaggeration of the D-Day landing combat casualties one 1 day of battle in President Obama’s speech he gave on 6 June 2009 at Omaha Beach.

<http://allafrica.com/stories/200906080484.html>

## ***D-Day Missions for Two Fighter Pilots***

Bob “Punchy” Powell, 88, who lives in Decatur, flew three missions on D-Day, June 6, 1944, for the 352nd Fighter Group, 8th Air Force. And he hasn’t forgotten a minute of it.

D-Day did not start well for us.

In less than 30 seconds we suffered our first tragedy. Lining up in the darkness with no directional visibility, the second flight roared off the big sod field slightly to the right of its intended direction. Lt. Bob Frascotti’s P-51 crashed into the new unfinished control tower being constructed on the high point of the airfield, bursting into flames, which lighted the way for the following flights to take off.

Our 352nd Fighter Group flew three missions that day, which went on for approximately 16 hours. Our first mission was about 50 miles south of the beaches — to provide a wall of fighters from the treetops to 30,000 feet to keep any enemy aircraft or ground forces from getting to the invasion beaches ... and no enemy aircraft reached the beaches that day.

On our second and third missions we were assigned specific sections of Normandy to patrol at low level with orders to attack and destroy anything moving toward the beaches. The French previously had been told to stay out of sight, so we strafed troops, trains, buses, dispatch riders, whatever. It was, indeed, a long day alone in that tiny cockpit, shooting up targets of opportunity.

Our losses were relatively few on D-Day. We were doing mostly what we had been doing every day for more than a year, fighting the Luftwaffe to gain air superiority so that D-Day could happen. It was heart-breaking to look down on the hundreds of ships unloading our GIs onto the beaches and knowing that so many of these young soldiers were dying in their first encounter with the enemy. They had our total respect for their courage. To us, they were the real heroes of the day.

Jim Bleidner, 87, of Miramar, Fla., armorer, 487th Fighter Squadron

It is early morning of June 5, 1944, at the “A” flight dispersal area of the 487th Fighter Squadron. All six of the Mustangs are combat ready. The weather is closed in. Missions are planned and scrubbed. The base is closed at about 3:30 p.m. Enlisted men are called off the line to do perimeter guard and to man our few anti-aircraft guns. Cans of black and white paint and brushes are delivered to each flight crew with instructions to paint stripes on wings and fuselage. Something big is up! Nothing happens, so we are

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off to chow where among the items served is rice pudding. I don't like rice pudding so I didn't eat any. Shortly thereafter, many are sick, vomiting and diarrhea. Salmonella. The call to the line comes at midnight. A mission is on for 2 a.m. Our pilots have not flown at night. The field is dark. Hamilton complains about the desecration of his beautiful Mustang with those ugly stripes. Planes taxi out to the far end of the field to prepare for takeoff. The Mustangs begin to take off toward our end of the field. Suddenly, there is a terrific explosion about a mile away when a Mustang hits the control tower that is being built near the 486th dispersal area. Planes return with all of the ammunition used. More missions are planned before the Mustangs are due to return. Those armorers who are still on the line have to re-arm several Mustangs, because many are on perimeter guard or sick. That is what it was like for me on D-Day, the invasion of France.

### ***C-47 Dakota At Merville France***

A Douglas C-47 transport, given a common nickname "Gooney Bird" after the birds at Midway Island because how ungainly they looked when taking off and landing, is now on display at Merville Museum in Normandy France after being found intact – but full of bullet holes – in Bosnia in 2007. The C-47 was named "Snafu Special" and this article talks about one of two known pilots who flew it who lives in Tulsa.

[http://www.tulsaworld.com/news/article.aspx?subjectid=11&articleid=20090607\\_12\\_A10\\_EnoTas762410](http://www.tulsaworld.com/news/article.aspx?subjectid=11&articleid=20090607_12_A10_EnoTas762410)

### ***Book looks at Three weeks that changed World War II***

"Sealing Their Fate: The Twenty-Two Days That Decided World War II" (De Capo Press, 400 pages, \$27), by David Downing

Covers just three weeks of time from November 17, 1941 till December 8, 1941 and makes the claim that World War II was won by the Allies during those three weeks – it just took 4 more years for the AXIS to realize it.

Link to Amazon: [Sealing Their Fate](#)

### ***What do you do with a WW II Martin Flying Boat?***

You fight fires with it of course – California will have one of them – but paying for them is a whole different matter. Hope the Coulson Flying Tankers of British Columbia like IOUs. I have Confederate States of America currently which is worth more than what California has in its checking account.



[http://www.dailybreeze.com/latestnews/ci\\_12663420](http://www.dailybreeze.com/latestnews/ci_12663420)

## Local Chapter News and Groups

### ***Stan Richardson at Seattle Museum of Flight July 11***

#### **American Fighter Aces and Combat Pilots of WWII**

**Saturday, July 11, 2 p.m., William M. Allen Theater**

On July 11, the Museum hosts a panel of three fighter pilots: Lt. Col. Richard W. Asbury, who has 600 combat hours and 240 combat missions spanning three wars; Capt. Fred Ohr, who is the only American ace of Korean ancestry, had six aerial victories and 17 ground victories; and *Lt. Col. Stan Richardson, who flew P-38s and P-51s in the European Theater during World War II, and participated in the D-Day Invasion. In the Korean War Richardson flew F-80s and F-86s jet fighters.*

***Stan is the current VP of our local 8<sup>th</sup> AFHS Oregon Chapter.***

### ***The Military Vehicle Collectors Club July 24 thru 26***

**23rd Annual All Military Show & Sale.** Sponsored by [The Military Vehicle Collectors Club of Oregon](http://www.mvcco.net/) - <http://www.mvcco.net/> takes place during the Gun & Knife show at the Oregon Convention center and is included at no additional charge with your gun show admission. Vintage military vehicles on display: all sorts of GI clothing, military vehicles & parts, field gear, radio gear, web gear, manuals, medals, insignia and other related items will be on display and for sale or trade. The MVCCO is a non-profit organization. This is not only a fundraiser for the club but also benefits the Oregon Military Museum at Camp Withycombe in Clackamas, Or.



July 24-25-26 PORTLAND, OR at the Expo Center – I-5 Exit #306B  
Fri 12-7, Sat 9-6, Sun 9-4 Admission: \$9, 2 day \$14, 3 day pass \$21.

### ***Wheels & Wings August 1***

Wings & Wheels will once again be held at Troutdale Airport (TTD) on August 1, 2009. The event will start at 9:00am and end at 3:00pm. Rotary International will be hosting a Pancake Breakfast Fundraiser to help eradicate Polio.

Brad Fudge 503-807-5226 (cell phone)

Website: [www.gorgewheelsandwings.com](http://www.gorgewheelsandwings.com)

### ***Western Antique Aircraft & Car Museum***

If you are at Hood River you can check out this museum. It is styled like the Shuttleworth Museum in England where antique aircraft and vehicles co-exist.

Open 7 days a week. Museum is located on Ken Jernstedt Airfield. 541-308-1600.

<http://www.waaamuseum.org/>

### ***Old Bold Pilots Club***

Meets on the 2<sup>nd</sup> 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 100<sup>th</sup> 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 and they meet on the 2<sup>nd</sup> Wednesday of each month at 12:00 noon. The July / August dinner meeting is on the fourth Tuesday of those months at the American Legion Hall 406 SE Oak Street. 6:30 pm Elmer L Giles, Sec.. 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](mailto:grmortensen@militarylibrary.net)

### **“Milk Run” Definition**

Milk Run: noun; uneventful, routine. Slang for an “easy mission”. A combat mission where you attack the enemy and get credit for a mission toward your tour total but no enemy fighters, nor any effective anti-aircraft guns, are expected to be firing at you. Word origin based upon the routine nature of delivering milk every morning to people in the US in the 1920s. First referenced in print 1925. See “cake walk”. Antonym of Schweinfurt.

### **Contact Information E-mail and Postal**

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