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Nathaniel Glickman

(Story # 30)

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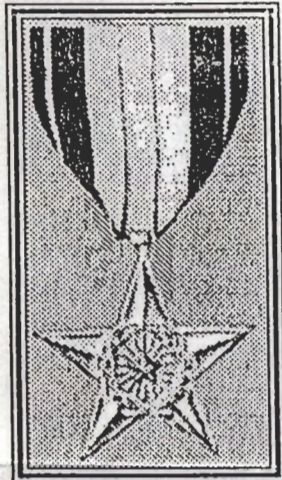
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Contact Bud Glickman at 541-773-9502

For
GALLANTRY
IN ACTION

THE
SILVER
STAR

*



Has been awarded to...

GLICKMAN, Nathaniel nmi, Victorville 43-11 (31 Jul 43)
ASN: O 751902, while flying with the Eighth Air Force, 44th Bm
Gp/66th Sqdn.

Captain Nathaniel "Bud" Glickman, (then a 22-year-old second lieutenant), was awarded the Silver Star for gallantry in action in 1944, but did not receive his medal until '86, 42 years later!

Bombardier Glickman received the award for his actions while flying as pilotage navigator (in the B-24's nose turret) 5 June 1944 while on his 11th combat mission. He normally flew as lead bombardier on a radar "mickey" crew. The regular crew bombardier, this day, made a visual bomb run against Nazi defenses on the northwest coast of France (a diversionary and prelude mission to D-Day) and came around for a second run when the aircraft took a direct flak hit. The pilot was killed and the command pilot, Colonel Leon Vance, Jr. was seriously injured.

All four engines were knocked out, requiring feathering, and

the aircraft was gliding at 23,000 feet. The navigator's charts and equipment were destroyed. Shrapnel ripped Captain Glickman's arm and head, blinding him with blood. He was also hit in the back, which temporarily paralyzed him from the waist down. He would limp for years afterward.

His next actions are best described in the citation accompanying the Silver Star: "As the bomber made a second run over (the target) with all four engines feathered, Lt. Glickman, despite his wounds, gave the command to drop the bombs and gave the co-pilot the correct bearings to return to England." [Ed:



CPT Nathaniel Glickman

Bud not only gave the order to drop the bombs because either the bombsight or the bombardier's panel was knocked out and the regular bombardier could not release them, but he toggled the load using the release switch in the turret.]

Captain Glickman then had to break his way out of the shattered nose turret, crawl to the bomb bay, and bail out at 12,500 ft over the English Channel. He writes "At the time, in addition to my wounds, I did not know how to swim." Although he had fears that his fate would be drowning, the wind blew him inland over the Dover cliffs, and he landed safely on the lawn of the Royal Marine Hospital at Deal.

Glickman reports that the "Command Pilot, Col Leon Vance received the Medal of Honor for this flight but before dying he recommended me for the Silver Star. One month later, I returned to flying status and flew nineteen more lead missions." These included one at treetop level to supply paratroopers trapped at Arnhem, Holland, 18 Sep 44. This relief mission was the basis for the movie *A Bridge Too Far*.

Captain Glickman now resides in Oregon.

#30



Bud Glickman *True American Hero!*

There could not be a more fitting person to lead the KC-97 restoration project than Mr. Bud Glickman. Bud was appointed Committee Chairman of the KC-97 Committee, and as to his credentials, Bud was a war-time aviator over Germany throughout World War II. Captain Nathaniel "Bud" Glickman flew thirty missions as both lead and deputy lead bombardier with the 8th Air Force in Europe. Bud flew seven missions with the 93rd Bomb Group and twenty-three missions with the 44th Bomb Group. Bud was shot down during his 11th mission and bailed out at 12,500 feet over the English Channel. After recovery and release from the hospital, Bud flew 19 more missions. Bud was credited with shooting down a Focke-Wolfe 190 on one of those missions. Captain Nathaniel Glickman has been awarded the Silver Star, 2 Distinguished Flying Crosses, 5 Air Medals, 2 Purple Hearts, 4 Battle Stars to the ETO Ribbon, 2 Presidential Group Citations and the New York State Silver Cross. Bud's missions were flown in the famous B-24 Liberator. Captain Glickman's many missions included leading 1,100 bombers on a bombing run over Germany as well as flying a relief mission at treetop level to drop supplies to paratroopers trapped at Arnhem, Holland. With Bud's background, it is no wonder that he feels a kindred spirit with this old KC-97, and looks forward to her restoration. Bud has worked tirelessly in gathering support as well as donations and equipment to see this project through.

BACK IN ACTION



The Associated Press

Retired Capt. Bud Glickman is organizing a group of volunteers to restore an old KC-97 refueling plane that has sat out at the Meford Airport for many years. He stands in the fuselage of the craft.

Veterans volunteer to restore old plane

The Associated Press

MEDFORD — For retired airplane mechanic Ben Gonzalez, restoring the Boeing KC-97 Stratofreighter is a labor of love.

"I like working on old airplanes," he said. "Some people like to restore tractors or cars. I like to mess with old airplanes."

Gonzalez belongs to a 16-member nonprofit group of mostly World War II-era veterans who have volunteered to work on the airplane on weekends and afternoons. Their mission is to restore it for tours and display at the edge of Medford airport.

"I thought I was flying one of the biggest planes ever when I flew in a Liberator during the war," said Bud Glickman, the committee chairman. "But this is much, much bigger. They used to put tanks and everything else in here."

"We got a lot of work to do," he added. "It's been around 47 years."

Parked for years at the airport where it was used for airport fire drills, the plane was donated in 1998 to Jackson County by a company that originally bought it from the military for parts.

Restoration is expected to take about a year. Most of the work will be cosmetic, since there are no plans to fly the craft.

"The plane itself is sound," said Gonzalez, 71, of Central Point, who served in the Army Air Corps at the tail end of WWII. "But we got a lot of cleaning and painting to make this into a sharp airplane."

The volunteers were given a lift Monday when two donated engines arrived to replace two missing engines and provide balance when it is towed across the airport.

The plane came off the assembly line in the fall of 1953 and was one of more than 800 Boeing Stratofreighters built to provide the muscle for

the Air Force's military transport service.

Powered by four 3,500-horsepower prop-driven engines, the aircraft had a wingspan of more than 141 feet and cruised at 260 mph.

Stuffed inside its 117-foot-long fuselage could be everything from 96 fully-quipped combat troops or 69 litter patients, their medical attendants and supplies. It could also haul two half-ton trucks or a range of artillery pieces up to 155 mm howitzers and was also used for refueling other aircraft in midair.

The plane was in military service from 1953 through 1978, when it was declared military surplus.

Glickman said the project is to do something for the community and a way for him to remember veterans who were not as fortunate as he to return home.

Glickman, 78, of Medford was a bombardier in a B-24 Liberator bomber when it was hit by anti-aircraft flak over France the day before D-Day.

The aircraft's four engines were out, the pilot dead, the co-pilot grievously wounded. Glickman, hit by shrapnel, was temporarily paralyzed from the waist down.

Yet he deployed the bombs and gave the co-pilot the bearings to aim the gliding plane back toward England. Glickman parachuted over the English Channel.

He was blown onto land, alighting on the lawn of a Royal Marine Hospital. He was awarded a Silver Star for heroism and later flew 19 more missions for a total 30.

"Those of us from World War II and from Korea, we're a dying breed — we're dinosaurs," he said. "If we don't show people coming after us what was accomplished and how it was done and why it was done, it will have been a lost cause."

DEAR JOE -
IF THE ENCLOSED DOCUMENTS ARE OF HELP TO YOU - THE TIME TO USE THEM.
THE KC-97 HAS BEEN PARKED IN AN AREA AT OUR AIRPORT AND WILL BE
AVAILABLE FOR VIEWING. IN ADDITION - IT WILL HAVE A "WALK OF HONOR"
AND BE A MEMORIAL TO OUR US AIR FORCE VETERANS.
REGARDS, Bud