

8th Air Force Association Historical Society Oregon Chapter

February 12, 2005

Meeting Opening Don Bourgouis

Welcome to the Valentine meeting.

Pledge of Allegiance

Lead by Don B.

General

2nd time that we have meeting on Saturday.

Reports

Treasurer Report - Jerry Andrew

Year end financial status. Copies of the books are at the meeting with Jerry always. EOY 3,459.15 (total) 1,900 in savings and 1,500 in checking. Around \$500 ahead of where we were a year ago. The dues increase has kept up with the cost of doing business. 2004 total income 2,442 expenses were 1,900 net 545.54 for the year.

A few members have not paid them.

Flight Line Editor - Jerry Ritter

Wealth of information in the room. Jerry would like to have stories from the war, including the ladies. You can forward the story to Jerry or Tom. E-Mail on the newsletter.

Patches for the chapter are with Jerry. See him if you wish to purchase one.

Membership - Joe Conroy

181 total members, 113 veterans, 68 non-veterans.

Charles Gallagher maintains the roster. Did not have enough time to publish it. Tom Philo will be taking it over. Charles had done it since 1992.

Evergreen Aviation Musuem - Eldon Bevens

"Going like gangebusters" down there. Was moving a C-130 and lost a wheel in the mud. Over 60 aircraft at the musuem. Rehangng some in the cieling. Enlargng the restaurant, givft shop going to two stories.

Quality musuem.

New artifacts display inside the cargo bay of the "Spruce Goose." Cub will be rehung, pusher a/c going up in the air also.

AM Northwest will be there on the 14th, Good Day Oregon will be there on Tuesday the 15th of Feb.

27th of February is having an Oscar party with the "The Aviator" movie in honor of the Oscars. \$30 each for members. \$30 annual membership fee at Evergreen.

Eldon talks about the HK-1 there.

Pearson Air Museum

In July they are having the national short wing convention there. Around 700.

Oregon Military Musuem - Phil Richart

May 14th living history day with re-enactors and vehicles. Hearty individuals will be camping over there in true Army fashion.

Historians - Joe Conroy, Tom Philo

Created PDF CDs of past meetings for people to have. Working on a method to index and distribute the stories on CD with proper copyright protection and restrictions on stories per owner.

Collings Foundation

Not sure when they are coming out. Possibility of going to England. In May "Fuddy Duddy" maybe in Eugene.

New paint scheme for the B-24 of a/c "Whitchcraft"

Milwaukie Bomber - Charles Gallagher

First Friday of each month they meet there. Nose is restored in the museum. Spouse and member costs \$50 a year. Good food.

Stories

A member went to visit his crash site in Iceland and he pulled out a bracelet with his wife's name on it.

Guests

If you wish to join Jerry has the membership forms.

Warren Caldwell from the 306th BG.

Chuck Sessions Iowa 8th AF guest from Cedar rapids who flew in the 490th.

Bill Grier's son Keith is here who was born in the UK in 1945.

Warren Jones, Virginia and daughter Marcy from the 452nd BG.

Displays

Member pictures, aircraft , books for display and for sale (10% of proceeds go back to the club), AeroFrame had shop display items (they are out of Oregon city); poster display on German Luftwaffe Flak batteries (88, 105 and 128mm batteries.)

Membership - Charlie Galleger

Please contact to update any changes.

Four paintings / prints of RAF and USAF from personal collection. One of Don Gentile's a/c crash before D-Day (during his famous low level show-off for the newspapers).

Col. Blakeley picture is of the P-47.

the 4th FG never lost a Colonel.

Almost lost Blakesley when 4 109s jumped him but Goodson shot down two of them and Blakesley had two pistons shot out of the P-47. Blakeley almost got cashiered out of the RAF. The RAF has two groups supporting a unit. RAF caught a woman coming out of a room. "If he got caught with two girls in his room he should have been promoted, not demoted." Col Peterson was shot down twice during the Dieppe raid on the same day.

The last boat out of Dieppe got Peterson after the second time in the drink - but had to throw away his new flight boots.

Other Items

Mailing list to Aero Frame for calendars

Door Prize and Raffle - Jerry Andrews

Cold Cash Raffle Prizes

\$25 Bill Gier

\$15 -- ??

\$10 Eldon Bevans & wife

Speaker Introduction - Don Keller

Stan Richardson

During the war there is a saying that long periods of boredom interspersed with moments of terror.

During an escort mission in P-38s during a cross-over turn while escorting bombers his flight of four started turning right his wingman rolled over him and hit his left wing. They suspected that he lost O2 and passed out.

Over 1 1/2 hour from England when this occurred. Wingman recovered consciousness and bailed out and was in a POW rest of war. Just learned of this recently.

After war stayed in reserves was classified R one of 13 in the US. Was recalled and was supposed to be in troop carrier command! He did not want that and got into a support maintenance class instead for 9 months.

Sent a letter to Pappy to get back into fighters. Pappy was an ex-RAF Battle of Britain pilot.

Took a ship to Tokyo (sick part of the way) .

Parried in there for a while then ship to K-14 outside Soule. K-13 base 8th Fighter Group as maintenance officer for the group. Captain at this time now air material group.

Found out that the people under him were majors, captains, Lts and the CO came in and found out that a Cpt was in charge so he was instantly promoted to Major. The Top 3 sgts were the best and really ran the show.

There was a major from west point and Stan avoided him.

Flying F-80c as "Mud-Movers" - fighter bombers. The major loved blowing things up so he avoided him. Any bombs taken back after a mission were never used again and sent to a bomb dump and exploded.

He was admin but also wanted to fly in combat so after paperwork he did. No flight instructors on base but a Lt was qualified in two seaters but not an instructor so he took him up and flew him around for a few hours. The 2nd Lt had to sit in front since he was not an instructor pilot.

Went back to base and found an IP. Went out again, after taxiing around on the ground. Had 4 total hours including only two of flying before going into combat.

Checkout in F-86 by taxiing around for a few hours in learning how to start, stop, engine use. Cleared himself to fly his first solo.

Going down the runway put it at 100% and wondered what he was doing there. FVery fast acceleration and was sweet to fly.

He flew another 4 hours before going out to move mud for the ground support.

The "mosquitos" were the slow moving spotting aircraft. They were the real heroes since they were down low.

When they went up north they had F-86 as cover while they were in F-80s doing the ground work. The North knew that the F-80s were bombers and would not engage in air to air.

He had seen lots of AA in Europe (shot down strafing an airfield) and really saw flak that the North Koreans were putting up. Europe was light compared to Korea.

Converted to F-86 and they were 150 MPH faster than the F-80.

They would either fly with two bombs and then go to air to air or 1 bomb and 1 external tank and then go north looking out for enemy fighters.

Attacks would start at 15,000K and put out flaps. Targeting was by waiting till target disappeared under wing, roll over, go down, pull out at 7,000 since aa was heavy once below that.

Heard someone call break and so he went left and broke into a mig left. Russians were old hands while NK were less. The mig came in too fast, he was slow, so the mig missed and he roll behind him so he rolled back and got him with the "no miss 'em" gunsight. It was radar controlled lead computing. Fighter pilots were expected to get 5% - with the gunsight it was 90% hits. He got lead and then put good hits into it before it went into the clouds.

John Boyd was a fighter pilot in the 51st FG who shared the field with them at K-13. This is the guy who wrote the book on aerial combat. See book.

He taught also learned energy management during WWII but never really understood it. Boy did studies of it and at Nellis he became known as 40 second Boyd. In simulated air combat he would "hose them" in 40 seconds. And taught this to other. (Book by Corin)

Boyd was a cigar smoker (died in 96? buried in arlington) and would punch a general in the chest with cigar ashes.

(Energy mgmg go slower turn faster and tighter etc is part of that.)

Strafing a ground target is the most dangerous in the world. Just picked off the bombs and recovered and a big shell blew off the stab of his F-86. Only 1 place where all hydraulics come together is in the tail in a 3' high cylinder. Luckily was heading S. was 50 miles N of the 38th. But he could adjust in all three axis by using speeds, speed brakes (different system but also hydraulics).

Around 20 miles N of the 38th the positioning of the a/c was going to go down. Ejected. Weird feeling when that happens. He thought it would come back and hit him. Saw his plane crash.

By the time he was on the ground the heli was there waiting for him. The pilot went over the crash site and got pictures of it. Still has it.

After any eject went to the hospital. The guy who picked him up was from Portland. Took him flying in his helicopter. Su-Wan has a wall just like the Wall of China. Same reason as China. He is not a heli person. Much to his chargin a few more times.

The war ended and then he was set to be discharged.

Stan like the Koreans, not sure about the North, a few pilots were captured and were brutalized by them. A local man in Portland was a POW for a year before he escaped.

Father Durban was supporting orphanages and would collect a buck from all and support them. Watching TV he saw Father Durban playing in the Bob Hope Classic with Bob Hope. Saved a lot of people due to his efforts.

Wanted to go to Seoul so his driver took him there (no buildings were over three stories at that time). The first time there kids were there standing begging. They had no clothes on what-so-ever. His heart went out to them. All he could do was give them some money.

WW-II

Moment of fright.

Escorting two squadrons going to attack ground targets and they were 15,000 in the clear but the low guys were in under clouds at 1,500.

The low guys called for help due to being outnumbered. Thomas Ace White (6 kills in Africa). He was shot down and flipped a/c on back and was digging out while British coming one direction and Arabs another. British got there first. Two months recovery in US.

This guy was aggressive. The CO stated that being top cover so they would stay up there. White said the hell with this BS I'm going down anyone follow.

After fighting getting low on fuel so called bingo.

They ran along the ground 65-70 inches would do 385 and the 109s would just not catch them.

Ahead a haystack and flew through the haystack since he did not want to go up and give the 109s a shot.

The engine and oil were going up. Once to a channel pulled back and made it to the base. Bill Gouod was the Crew and let him have it about damaging the a/c. Chief owned the a/c and let him fly.

in 1943 with the 55th they were the only long range groups and could put up maybe 50. The Germans could put up 150 to 200 on any given day. Some of them were very good old timer pilots so you could tell when one came along. They made a mistake of not pulling (they made many) by not pulling out the old timers and send them back to train the new pilots.

in late 38 days went to Colmier field to staff this training field. a 109 training base. Two guys were in trail in landing configuration. Overshot the first, pulled out power, was above and could see into the cockpit. Finally slowed down, pulled back behind him, shot him down, then pulled up to the other shot him down. Found out later both had less than 10 hours total in fighters at that point in time.