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315TH NEWSLETTER

Published by
WORLD WAR II 315th TROOP CARRIER GROUP ASS'N.

AUGUST, 2003 EDITION

315th Honored at Wright-Patterson Air Force Base

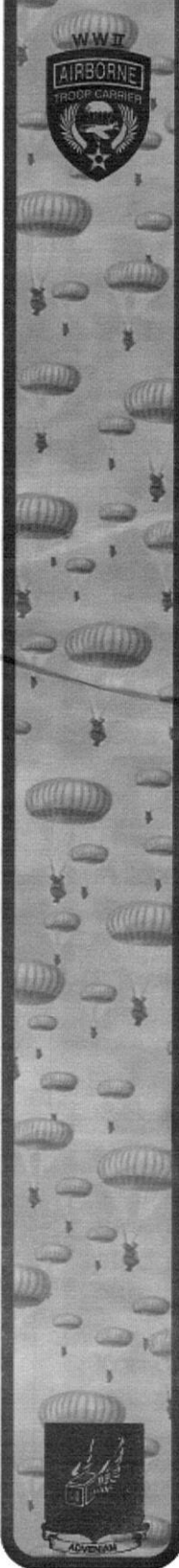
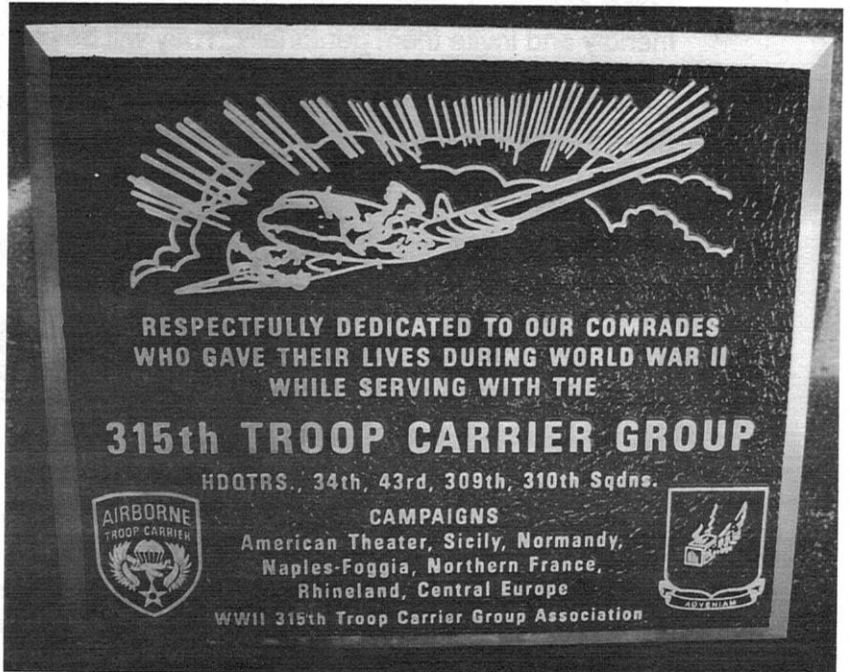
The Memorial Park at the USAF Museum in Dayton, Ohio, was the setting for a very moving dedication of our 315th TCG memorial plaque on June 25, 2003. The program to honor our comrades who lost their lives in WWII was well attended by several 315th members and their families. A formal military honor guard did the presenting of the colors followed by a unison pledge of allegiance and chaplain Capt. Schultz gave the invocation.

The museum director of programs welcomed our group and introduced our president, Bernard Brown, who spoke briefly of our members' dedication to our country, the goals of the 315th TCG, our gratitude to our country and to the museum for providing for such a memorable event.

Museum director, General Metcalf, then gave a message of greeting to those present, and honored our comrades for their service to America. A bugler played taps, Capt. Schultz delivered benediction and the colors were retired. Altogether it was a most memorable occasion.

Special thanks was also extended to Richard Ford, past president, who was instrumental in arranging for the design, completion and previous installation of our plaque. Those present included our vice-president Doc Riechman and wife Nadine, assistant treasurer, Len Thomas, Claude Rice of the 34th and wife Gladys, Luther Jones of the 43rd, Robert Long of the 43rd, Bernard & Bette Brown of the 43rd, Ralph James of the 310th and Sheila McClelland Hoefler with grandson Keith.

A trip to the Museum and its Memorial Park is definitely recommended to all.



315th TROOP CARRIER GROUP ASSOCIATION
Olmsted, Florence, Aldermaston, Blida, Spanhoe, Amiens

OFFICIAL NOTICE BOARD



Message from the President:

Since our San Diego reunion good progress has been made in planning for our 2004 reunion. As you know, the Holiday Inn Downtown Louisville, KY has been selected as the location, with the dates of Sept. 21-24 as the time and with the Air Force Reunion Committee doing the details. I have signed the contract so it is set in concrete. Bette and I have just returned from a visit to the hotel and meeting with the people involved at both the hotel and the visitors' bureau. The hotel is certainly adequate and well situated and the people are friendly and cooperative. I'm certain our people will be pleased. I'll be writing details as the time approaches more closely. Ted Dey of the AFRC was not able to meet with us nor was he able to send a representative, but I feel comfortable in having them on board.

While back in the area, several of our group got together on June 25th for the dedication of our 315th plaque in the memorial garden of the USAF Museum at Wright-Patterson AF Base in Dayton, Ohio. It was a wonderful way to officially honor our comrades who lost their lives in the European theater of WW2, and all thanks belong to Dick Ford for his work in arranging for the creation and installation of the plaque. More details will be in my letter in the next newsletter.

The 315th Air Wing, Reserve, in Charleston, S.C., has invited our group as honorary guests to help celebrate their 35th anniversary in May, 2004. Any of our group living in the area, or who can possibly go, should make the effort to attend as our representatives. We should appreciate their efforts to make contact with us.

I'm asking each of you to blow the dust off your membership roster and start calling our comrades about Louisville in 2004. It's not necessary that you know them--just be friendly and invite them personally. They will be pleasantly surprised you called and you will feel good for doing it.

See you in Louisville!

Your President,
Bernie Brown



*This newsletter is published irregularly by the WW II 315th Troop Carrier Group Association
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Taps

**With deep regret we record the loss
of these comrades.**

(If you were close friends a letter to their family
would be truly welcome.)

Emery E. Kellstrom	309th	24 Mar. 2003
Glenn Ulrich	310 th	8 Jun. 2003
Wilfred W. Fry	Grp Hqs.	29 Dec. 2002
Lillard E. Brown	43 rd	9 Mar. 2003
Bill Trau	34 th	13 Jun. 2003
Don A. Doll	34 th	23 Feb. 2003
Walter S. Stout	34 th	7 Jun. 2003

Donations

Donations are gratefully accepted whether
in memory of former comrades or in
support of the Association. Families are
notified when appropriate.

From Pat Johnson
in memory of her husband
W. L. Johnson

From Beth Glover
in memory of her father
Don Glover

From John Edney
in memory of his friend and comrade
Don Glover

In support of the Association,
and in remembrance of those
for whom Taps were sounded.

Ghost Wings

The latest edition of Ghost Wings, Issue No. 9, contains an article of great interest to both Troop Carrier and Airborne. Entitled, "Night of Nights", it is about the D-Day paratroop mission in Normandy. This is a very compelling and positive account of the performance of both Troop Carrier and Airborne, and if you are a TC vet, it is a breath of fresh air.

It includes interviews former paratroopers and former pilots, and the story is supported by research and facts. Also included is some stunning original artwork of the Normandy drops. For TC and Airborne, this is a collectors' edition.

No less remarkable, this magazine is published by a group of college and high school students – the 3rd Generation, now studying WWII. The young people, who dedicate their magazine to "Honoring the Sacrifices of America's Veterans," recently received the WWII Veterans Committee National Youth Award. The magazine is professionally edited and produced. If you haven't seen it, you can go to the *Ghost Wings* Web site at <http://www.ghostwings.com>. **Look for Issue No. 9.**

You can also write the magazine at:
Ghost Wings
1004 Yeagle Road
Montoursville, PA 17754

"Us sergeants, we loved to fly...." James "Seaweed" Alwood

(The following stories were sent to us by George Cholewczynski. George is author of the **Airborne Troop Carrier Three-One-Five Group** book.)

The sergeant pilots were a unique breed, formed to expand the ranks of flyers during the early days of World War II. As enlisted men, the sergeant pilots may have had a bit of chip on their shoulders, but never felt better than when they had the controls of an airplane in their hands. Many of them continued flying after they took off their uniforms. Some of them later picked up the pen, and wrote about their experience. Alwood was a charter pilot in the Pacific northwest. He contributed his story of being a prisoner of war to **AIRBORNE TROOP CARRIER THREE-ONE-FIVE GROUP**.

Two other sergeant pilots went further north to Alaska where they flew the Arctic skies, and their experiences formed the basis of two books.

GLACIER WINGS AND TALES

by Jack "Jake" Wilson

Jack "Jake" Wilson, former pilot with the 43rd and 309th Squadrons is the author of **GLACIER WINGS AND TALES** is a 5 ½ by 8 ½ inch trim size paperback. Jake spent some time flying in Alaska in 1952, and "flying over those mountains and seeing hundreds of bighorn sheep and moose, I knew I was home. I had been a hunting guide in my native Colorado, and loved hunting as much as I loved flying."

Jake drove a cab in Anchorage before landing a flying job. The book shows Jake's love of his profession. He became part of a very small and unusual breed of Alaskan aviators - a Glacier Pilot.

After years of flying hunters to the northern regions, Jake became a favored pilot for various academics and scientists to their research station on top of Alaska's Mt. Wrangell, an active volcano surrounded by glaciers. His landing strip was on these ice rivers at an altitude of 14,000 feet.

Jake tells his story with his usual humor and incisive comment, and details his love of both Alaska and the sky. The book is available from Jake for \$20.00, plus \$3.00 Postage (Illustrated with photos) Jake Wilson, Fairbanks Pioneer Home, Fairbanks AK 99701, 967-452-3329

WILDEST DREAMS! - A PILOT'S STORY

tells of Oliver J. "OJ" Smith's love of flying and Alaska's skies.

In 1990, Judy Parrish a young geophysicist from Arizona needed OJ's services. As she listened to OJ's stories, and she urged him to put them down. A close collaboration was formed between Ms. Parrish and OJ, but OJ lost his battle with cancer as the book was nearing completion.

The book, which was finished by Ms. Parrish, became a "memorial" to this great aviator, and after his passing many of the people who knew OJ during his career. Included are stories from OJ's comrades in the 310th, Dick Ford, and "Ziggy" Zartman.

The result was an 8 by 11 inch trim size 203 page hard cover, lavishly illustrated with photos (some in color) that covers OJ's life, from military career, to his retirement. OJ came to the 315th from the 62nd Troop Carrier Group, and flew with the 310th Troop Carrier Squadron. There are some very rare photos from OJ's days as a troop carrier pilot.

OJ got his first taste of Arctic flying during his 20 year career in the Air Force. Ironically, because of force reduction, OJ's career ended as it began, as an enlisted man. That did not keep him grounded. On weekends before he retired OJ flew the reliable DC-3 for Arctic Airways, and kept on flying after he hung up his blue suit.

The book costs \$40, plus postage and handling, and is available from his wife, Elly Smith, P. O. Box 55196, North Pole, AK 99705, 907-488-2366

As Jim Alwood said, "sergeants loved to fly." Some of them also loved to write. Both books cover unique aspects of aviation by unique people, and will find a place of pride on the bookshelf of any aviation enthusiast, or the people who worked or flew with these wonderful men.

From Doc Cloer...

I am really proud of all of the fellows that I served with in the old 315th. Not just the air crews, but the guys that fed me - paid me - kept out flight records -gassed my plane - drove those 6X that took us to the flight line - or the liberty run to Kettering - that manned the quack shack - gave us those short arm inspections - those that manned the guard shacks - crash station - control tower - and all the other guys that made up the 315th.

I would think that ALL of them would not only want a copy of the new THREE ONE FIVE GROUP book for themselves, but a copy of each of their sons and daughters. Members of the 315th family can get a copy for \$20 plus \$2.00 postage. Send a check or money order made out to WALKA Books, P.O. Box 56307 , New Orleans , LA 70156

Ninth Air Force Association Annual Convention

The annual convention will be held September 20-23, 2003, in Salt Lake City, Utah. The headquarters for the convention will be Salt Lake City Plaza Hotel (Best Western).

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Memphis, TN 38103

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**From Bill Bremmeyer
Ravensdale, WA**

The following ad was in The Atlanta Journal:

SINGLE BLACK FEMALE seeks male companionship, ethnicity unimportant. I am a very good-looking girl who LOVES to play. I love long walks in the woods, riding in your pickup truck, hunting, camping, and fishing trips and cozy winter nights lying by the fire. Candlelight dinners will have eating out of your hand. Rub me the right way and watch me respond. I'll be at the front door when you get home from work, wearing only what nature gave me. Kiss me and I'm yours. Call xxx-xxxx and ask for Daisy.

Over 15,000 men found themselves talking to the local Humane Society about an 8-week old Labrador retriever.

Bill, thanks for the story!

The Airborne Wants You!

I'm not kidding, the American Airborne Association has an offer too good to pass up. They will send you a free copy of the AMERICAN AIRBORNE ASSOCIATION QUARTERLY for the asking. No gimmicks, no subscriptions to cancel, no BS.

The Quarterly is a first class magazine printed on heavy glossy paper and is more than a hundred pages in each issue, with lots of color. More importantly the QUARTERLY is a history digest that covers current Airborne events, veterans issues, Troop Carrier and is dedicated to accurate history.

For more than a year editor Bill Weber has made a tremendous effort to dedicate many pages of the Quarterly to the history of Troop Carrier. As he said, "without Troop Carrier there wouldn't have been an Airborne." In a footnote to a Troop Carrier article in the current issue he said of his paratroop jumps, "I never thought about what happened afterwards or, for that matter, what it took to get us to the DZ! And, I am more than a little chagrined at myself for that! Belatedly, for I wish I had done it then instead of now, my hat is off to those who 'got us there!'"

Every issue is donated to military archives as a way of preserving accurate Airborne and Troop Carrier history for future historians to reference.

Bill thinks you will like the Quarterly so much he is willing to bet a free issue on it and he actively seeks Troop Carrier articles and personal history for the Quarterly.

You can contact Bill Weber and the American Airborne Association via email at: eagle187@direcway.com or US Mail at:

**The American Airborne Association
10301 McKinstry Mill Road
New Windsor, MD 21776-7903**

A years subscription to the Quarterly not including your free issue is \$17.50 per year.

For those of you online go to their website at:
<http://objectionable.org/440thtcg>

The Girls We Left Behind

Don Secor

This a pix of F/O Don Secor and Cpl Wille Willeford (radio mech) and three teenage "schatzes" in Merseberg, Germany.

1st Lt Charlie Mann (duel rated) from Upper Darby, PA; 2nd Lt Fuerstein from Chicago; F/O "Hank" Ulrich from Albuquerque, NM; and Secor from NY, were the team to fly 2 CG4As to Merseberg.....two single tows; Charlie & Feury with comm gear in one; Hank & Secor in the other with the Jeep.

Sked to depart April 22, aborted, WX over the Alps; April 23 same thing; April 24 we made it in 4:00 hours.

Purpose of the mission was to process DPs (Displaced Persons) back to France. We returned with one glider on May 15, leaving everything behind except the jeep.

We acquired these three young ladies who wanted us to take them out of Germany because the Russians were coming. They even hung on to the glider's struts as we snatched off. Luckily, they let go before we got airborne!



The following story was written by Thomas Potter. He is the son of PVT George L. Potter, Jr. of the 506th Airborne Infantry Regiment. He graciously consented to letting us reproduce the story and photos in our newsletter. The picture was taken by Maj. Joseph C. Antrim (C-47 pilot 437th Troop Carrier Group). For those of you online, please go to: currahee.hispeed.com

The Brave Young Men of World War II

By Thomas D. Potter

I have had the honor and the privilege to have met some of these brave men of World War II. They have become some of my dearest of friends and I will always respect and remember what they did for our country at a time when the whole world seemed to be at war. This story will focus on the reminiscences of just a few of the brave men whose paths had eventually and historically intertwined at the crossroads of Bastogne. The following are their stories.

D-Day

Richard M. Wright hated the killing, the death, and the carnage of war. He had lost some of his closest of friends such as Terrence "Salty" Harris, who was killed on the green fields of Normandy by a German sniper bullet, and Walter L. Moore, who was severely injured by a demolition explosion that sent him back to the states even before D-Day. But Wright faithfully did his job and his duty. Wright was a Pathfinder from E-company, 506th Regiment, 101st Airborne. As a paratrooper he had volunteered to become a Pathfinder, acknowledging, *"It was probably the quickest way to get into the fight against the evil tyranny of Nazi domination that had overwhelmed and brutalized most of Europe."* The Pathfinders were destined to be the first paratroopers into combat. Wright added, *"They explained to us that it was a suicide mission and I just felt that I had to volunteer for it."* Their mission was to set up the top secret radar transmitters called Eureka units, along with Holophane lights and brightly colored panels to help guide in the vast armadas of C-47's carrying tens of thousands of American and Allied paratroopers and gliders to their selected drop and landing zones. Being a Pathfinder was not an easy job. It meant being out in front of the pack and facing most of the German army head-on and alone, thus being in a dangerous and costly position.

During the late evening hours of June 5th 1944, with faces blackened and weapons checked and rechecked, Wright and the other pathfinders laboriously loaded into their airborne C-47 troop carriers destined for German occupied Normandy, France. In Chalk number four, Wright and the rest of his stick would be one of the leading planes in the invasion of northern Europe. Drop time was scheduled for shortly after midnight on the 6th of June, D-Day. At the controls of his plane were pilot Captain Clyde E. Taylor and copilot **Harold H. Sperber** of the IX Troop Carrier Command Pathfinder Group of the 9th Air Force

They departed England during the dark but moonlit hours over the Isle of Wight, flying at extremely low altitudes while maintaining complete radio silence. Below them were thousands of ships loaded with American and allied warriors who would shortly confront the Germans on the Normandy

beaches. Wright was lost deep in his thoughts and praying to God that he would survive this time of great endeavor and uncertainty. As they encountered the Normandy coast, the German army was ready and waiting for them. *"Suddenly all hell broke loose with all sorts of antiaircraft fire with blue, green, and red hot tracer bullets coming up to greet us,"* said Wright. An explosion in the left engine caused pilot Taylor of Wright's Pathfinder plane to immediately feather the left propeller, which initiated a right turn in the plane's flight path. Copilot Hal Sperber quickly pushed the aircraft's nose down to avoid a near collision with the other Pathfinder plane in their tight V formation. With a full load of Pathfinders, the troopers with their heavy equipment and gear, the C-47 had quickly begun to lose altitude. Being much too low to jump and with no safe place to land, the men were forced to dump their equipment and gear out the door of the C-47 and head back out to open sea. The one remaining engine began to glow red from the excessive load required of it and as the props hit the surface of the waves, the men braced themselves for ditching in the dark, frigid waters of the English Channel. As a jolting wall of water enveloped the plane, the Pathfinders and aircrew went out the open door and into the waves of the Channel with many of the men desperately clinging to a single life raft. All of the men had miraculously survived the forced ditching as they swam, nervously waiting for rescue by the British Destroyer the H.M.S. Tarter. After rescue, *"with a front row seat to the largest invasion in history,"* as Sperber said, the crew of the British destroyer gave the men a much-needed shot of hot buttered rum. Wright and his fellow Pathfinders were lucky to be alive, thanks to the heroic efforts of the troop carrier pilots.

By noontime of June 6th, Wright and the rest of the men were transferred to Air Sea Rescue and quickly taken back to Southampton, England for questioning and debriefing. Their top-secret mission in the invasion of Normandy was over before it started, but all were grateful to be alive.



Pathfinder plane 4 shot down on D-Day. Pathfinder Richard Wright standing second from the left. Sitting fourth from the left, Co-pilot Hal Sperber.

The Story Behind "The Brave Men of World War II"

This was only a portion of a new story of the bravery of the Airborne and the Troop Carrier aircrews who flew the Airborne into battle and kept them resupplied. Entitled, "Brave Men of World War II," (see previous pages 8-9) it's by Tom Potter, son of George Potter, a veteran of E Co., 506th PIR, 101st Airborne.

In addition to the story you've just read, the story includes many other first-hand accounts by Airborne and Troop Carrier vets, from Normandy to Holland to Bastogne. It includes some rare color photos of the resupply of Bastogne that were taken by a Troop Carrier pilot of the 437th TCG.

These are very uplifting stories. You can get there by going to the 506th PIR Web site. On the Home page, scroll down a ways until you see the reference to the story by Tom. The link is:
<http://currahee.hispeed.com/>

Also in reference to "Brave Men of World War II"

From Randy Hill – historian for the
440th Troop Carrier Group

This is indeed the story of the Pathfinder stick that Ambrose said in D-DAY of the Pathfinder pilots, "Further, anti-aircraft fire coming from the ground caused the pilots to take evasive action, throwing them off course. As a consequence, of the eighteen American pathfinder teams, only one landed where it was supposed to. One team landed in the Channel." (page 196)

It was Gerard Devlin who wrote PARATROOPER and said "One entire planeload was dropped in the English Channel, never to be seen again."
(page 381)

E. M. Flanagan in his recent book AIRBORNE said, "the men jumped early and were lost in the Channel."
(page 181-182)

Whatever would we do without "eminent" historians!

Idiot Sighting

I was at the airport, checking in at the gate when an airport employee asked, "Has anyone put anything in your baggage without your knowledge?" To which I replied, "If it was without my knowledge, how would I know?" She smiled knowingly and nodded, "That's why we ask."

School Days

The children were lined up in the cafeteria of a Catholic elementary school for lunch. At the head of the table was a large pile of apples. The nun made a note, and posted on the apple tray: "Take only ONE. God is watching."

Moving further along the lunch line, at the other end of the table was a large pile of chocolate chip cookies. A child had written a note, "Take all you want. God is watching the apples."

Lucky Us!

According to today's regulators and bureaucrats, those of us who were kids in the 30's, 40's, 50's, 60's, 70's or even the early 80's, probably shouldn't have survived. Our baby cribs were covered with bright colored lead-based paint. We had no childproof lids or locks on medicine bottles, doors, or cabinets, and when we rode our bikes, we had no helmets. Not to mention the risks we took hitchhiking ...

As children, we would ride in cars with no seat belts or air bags. Riding in the back of a pickup truck on a warm day was always a special treat. We drank water from the garden hose and not from a bottle. Horrors!

We ate cupcakes, bread and butter, and drank soda pop with sugar in it, but we were never overweight because we were always outside playing. We shared one soft drink with four friends, from one bottle, and no one actually died from this.

We would spend hours building our go-carts out of scraps and then rode down the hill, only to find out we forgot the brakes. After running into the bushes a few times, we learned to solve the problem. We would leave home in the morning and play all day, as long as we were back when the streetlights came on. No one was able to reach us all day. No cell phones. Unthinkable!

We did not have Playstations, Nintendo 64, X-Boxes, no video games at all, no 99 channels on cable, videotaped movies, surround sound, personal cell phones, personal computers, or Internet chat rooms. We had friends! We went outside and found them.

We played dodge ball, and sometimes, the ball would really hurt. We fell out of trees, got cut and broke bones and teeth, and there were no lawsuits from these accidents. They were accidents. No one was to blame but us. Remember accidents? We had fights and punched each other and got black and blue and learned to get over it.

We made up games with sticks and tennis balls and, although we were told it would happen, we did not put out any eyes. We rode bikes or walked to a friend's home and knocked on the door, or rang the bell or just walked in and talked to them.

Little League had tryouts and not everyone made the team. Those who didn't had to learn to deal with disappointment. Some students weren't as smart as others, so they failed a grade and were held back to repeat the same grade. Horrors! Tests were not adjusted for any reason. Our actions were our own.

Consequences were expected.

The idea of parents bailing us out if we got in trouble in school or broke a law was unheard of. They actually sided with the school or the law. Imagine that!

This generation has produced some of the best risk-takers, problem solvers, and inventors, ever. We had freedom, failure, success, and responsibility --- and we learned how to deal with them all!

Conqratulations!

And speaking of getting old, George Carlin gives us some advice on ...

.... HOW TO STAY YOUNG

(George Carlin)

1. Throw out nonessential numbers. This includes age, weight and height. Let the doctor worry about them. That is why you pay him/her.

2. Keep only cheerful friends. The grouches pull you down.

3. Keep learning. Learn more about the computer, crafts, gardening, whatever. Never let the brain idle. "An idle mind is the devil's workshop." And the devil's name is Alzheimer's.

4. Enjoy the simple things.

5. Laugh often, long and loud. Laugh until you gasp for breath.

6. The tears happen. Endure, grieve, and move on. The only person who is with us our entire life, is ourselves. Be ALIVE while you are alive.

7. Surround yourself with what you love, whether it's family, pets, keepsakes, music, plants, hobbies, whatever. Your home is your refuge.

*8. Cherish your health: If it is good, preserve it.
If it is unstable, improve it.
If it is beyond what you can improve, get help.*

9. Don't take guilt trips.

Take a trip to the mall, to the next county, to a foreign country, but NOT to where the guilt is.

10. Tell the people you love that you love them, at every opportunity.

AND ALWAYS REMEMBER:

*Life is not measured by the number of breaths we take,
but by the moments that take our breath away.*

Anniversary Celebration for the 315th And YOU are the honorary guests!

The 315th Air Wing carries the distinguished lineage and honors of the 315th Troop Carrier Group. Located in Charleston, SC they have invited our group as honorary guests to help celebrate their 35th anniversary. It is also the 60th year anniversary of the largest invasion of the European continent, Normandy. General Black the 315th AW Commander and Lt. Col. King are still in the final stages of working out the details for the reunion.

I'm being told that the dates will be May 16th thru the 18th, 2004. They are planning to arrange a C-17 orientation flight, a tour of the base facilities as well as a wing brief. There will be a social gathering on the 14th, and a formal dinner on the 15th.

Charleston is a great historic town. A possible harbor cruise tour for the 16th is in the planning stages. Put this on your calendar and start planning for a great trip!

The Magician and the Cruise Ship

A magician worked on a cruise ship. The audience was different each week, so he did the same tricks over and over again. One problem: The captain's parrot saw the shows each week and began to figure out how the magician did every trick. Once he understood, he started shouting in the middle of the show: "Look, it's not the same hat!" "Look, he's hiding the flowers under the table!" "Hey, why are all the cards the ace of spades?" The magician was furious but couldn't do anything. It was, after all, the captain's parrot.

Then, during a fierce storm, the ship sank. The magician found himself on a piece of wood in the middle of the sea with, as fate would have it, the parrot. They stared at each other with hatred but did not utter a word. This went on for a day, and then another and then another.

Finally on the fourth day, the parrot could not hold back: "OK, I give up. Where's the #\$*%#! ship?"

Always Be Prepared

Unexpectedly, many things happen on trips to Europe from England. On a daily basis we were busy delivering supplies following Gen. Patton across France. Normally the fields where we were going were numbered. But on this run the trip was to Orleans, France, where the field had been bombed and only partially repaired. The craters were filled with gravel and both sides of the runway were lined with 500 lb. Bombs.

During our landing, the right tire was cut on the runway causing our plane to veer right, between the bombs. Thank goodness the engineers had defused them. Our pilots saw the opportunity to go into Paris for we surely weren't going anywhere until we obtained a new wheel and tire.

Meanwhile, I talked with the engineer group on the field and found they had a wheel and tire complete with wing jack. How they came to have them, we will never know. They could see the predicament we were in and a trade was made. The old Gooney Bird looked so forlorn raised up on one jack, but the exchange went well. I did have to dig a hole to extend the gear.

When the pilots returned the next day, we were ready to go. On our way back to England we passed the plane bringing a new wheel and tire.

Crew Chief, Bernard C. Brown, 43rd



This is a picture of Charles Rex, glider pilot and glider maintenance officer for the 34th Squadron, and his crew of glider mechanics. Too bad I can't identify them. The glider is the American made Waco CG4A. About 14,000 of these were built during WWII. They were towed by the C-47, using a 350 foot nylon rope, for a single tow. For double tow, a 425-foot rope was used for the other glider, which was a heck of a load for the old C-47!

A few facts about the CG4A: Wingspan – 84 ft., length – 48 ft., empty weight - 3,750 lbs., gross weight – 7500-9000 lbs. Load often carried: 13 troops and 2 pilots, - jeep, 4 troops and 2 pilots – trailer, 7 troops and 2 pilots – 75mm howitzer, 3 troops, 2 pilots, 18 rounds of ammunition. There was also a special made baby bulldozer that fit in the CG4A. If I remember right, they did not want to be towed faster than 120 mph, and with a heavy loaded glider, you were lucky if you could tow them that fast!

Thanks to Doc Cloer for this picture and information.

From the **Omaha World Herald**, May 15, 2003 - an article to honor Armed Forces Day – listing military museums that were open and comments on the different planes.

C-47: President Dwight D. Eisenhower said there were three things that won World War II: the bazooka, the jeep and the C-47, a cargo plane with metal seats for paratroopers. More C-47s were built than any other military aircraft.

Question: After Memorial Day, the question was asked, "Why is it a 21 gun salute? Why are there 21 guns, not 10 or 7?"

Answer: Twenty-one (21) is the total of 1776: $1+7+7+6=21$.

...On planning your visit to Louisville!

For members and others that will attend our next reunion in Louisville – I have been through the Air Force Museum at Wright Patterson Air Force Base something like a half-dozen times, and each one was a wonderful experience. I plan on making another visit either when I come or leave the next reunion in order to bring myself up-to-date or refresh my memories on one of the greatest Air Force Museums in the world. For those of you who have been to this facility or have never been – it would be worth your while to include it in your itinerary.

Sandy Friedman

Our funniest airport story

At Heathrow Airport today, an individual, later discovered to be a public school teacher, was arrested trying to board a flight while in possession of a compass, a protractor, and a graphical calculator.

Authorities believe he is a member of the notorious Al-Gebra movement.

He is being charged with carrying weapons of math instruction.

A Sunday school teacher was discussing the Ten Commandments with her five and six year olds. After explaining the commandment to "honor" thy Father and thy Mother, she asked, "Is there a commandment that teaches us how to treat our brothers and sisters?" Without missing a beat one little boy the oldest of a family answered, "Thou shall not kill."

National World War II Glider Pilots Association

The XVIII Airborne Corps and Fort Bragg are proud to have the opportunity to host the Glider Pilots Association at their 2003 annual reunion held October 2 – 5, 2003 in Fayetteville, NC. Among the activities included are dinner at the Officer's Club and a tour of the Special Forces Airborne Museum.

Please contact Virginia B. Randolph, 21 Phyllis Road, Freehold, NJ 07728 for a reservation form. Reservations should be made by September 1, 2003.

A man has to live with himself, and he should see to it that he always has good company.

-Charles Evans Hughes, jurist (1862-1948)

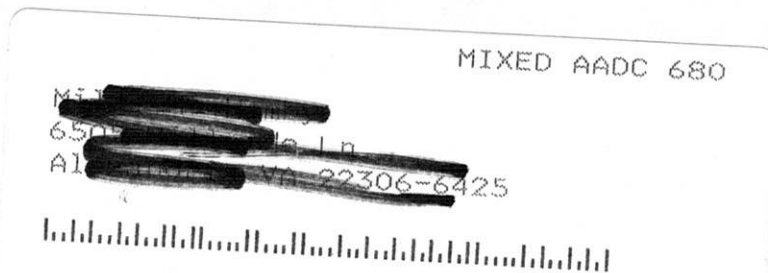
Men make counterfeit money; in many more cases, money makes counterfeit men.

-Sydney J. Harris, journalist and author (1917-1986)

ML Schwietz
WW II 315th Troop Carrier Group Assoc.
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Where do you send information?

Everyone who received this newsletter is encouraged to **submit material**. Don't be afraid to jump in and contribute! Suggestions are welcome! Please send all submissions to: Mary Lynn Schwietz, 1318 North 126th St., Omaha, NE 68154 or send via E Mail to mlschwietz@aol.com.

Change of address, deaths, new members, etc. should be sent to Doc Cloer. His address is Robert Cloer, 1417 Valley View Drive, Yuba City, CA 95993. E-mail address is: rlcloer@syix.com

Annual dues of \$20, donations and requests for caps should be sent to: Sandy Friedman, 2425 Buckhurst Drive, Beachwood, OH 55122. Sandy's e-mail address is: Harsan316@aol.com (The famous 315th caps are \$15 each. Lapel pins of the C-47's are \$7.50)

Check out our own 315th Website at www.315group.org compliments of Miles Hanby!

A new feature has been added to the 440th TCG webpage an AAF Troop Carrier Discussion Board for ALL TROOP CARRIER GROUPS. Discuss history, start your own topic, meet with your friends daily, it's your forum! It's easy to use and costs nothing but you do have to sign up one time to use the board.

The AAF Troop Carrier Discussion Board can be accessed through the 440th website at: <http://objectionable.org/440thtcg> and click on the AAF TC Discussion Board or directly <http://com1.akheva.com/btroopcarrierdiscussion>. Pass it on to your friends online!