



315TH NEWSLETTER

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

DECEMBER, 2003 EDITION

MEMORIAL TO THE WORLD WAR II - 315th

Dave Benfield, our great honorary member over there in England, and I talk frequently. A couple of weeks ago, he told me that he had been out to Spanhoe to visit with Carl and Julia Tyers at Rainbow Aviation. Carl wants to get an old C-47 to bring there to Spanhoe to mount on a cement stand, as a Memorial to the WW II 315th. He would put the Squadron I.D. of two of the Squadrons - (one on each side) as it was marked during WWII. Dick Ford has suggested that if the project looks like it will become a reality, we will put all four Squadrons I.D. in a hat and draw out two at our Louisville Reunion. Sounds fair!

I called Carl at Spanhoe - he has one C-47 in France and one in Belgium that he can get if he takes them apart and removes them. He has the crew of volunteers that would do the job and then reassemble it at Spanhoe!

The BIG problem is the cost of the transportation to get it across the channel and up to Spanhoe. Carl is trying to raise money there thru some kind of national raffle fund. He asked me if I thought our members of the 315th Association would be able to help out any. He does not want any help now - and if he gets the deal all lined up - does not want any money sent to him. I think it would best be handled with a project officer, similar to what we did with Bill Brinson doing our Memorial there at Spanhoe with all of the names of our KIA on it.

I sent an e-mail message to all of our Board of Directors and Officers telling them about the project. Everyone was in favor of helping as much as we could and each said they would contribute to the fund if it comes to be.

It would be great if they could find an old non-flyable C-47 there in England. I have some friends over there who are looking now!

■ Doc Cloer



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

OFFICIAL NOTICE BOARD



Message from the President:

Our 315th reunion, set for Sept. 22-25, 2004, in Louisville, Ky., is slowly coming upon us. All of us need to be thinking of members in our local as well as larger areas and calling them, encouraging them to attend, even if it's part time, such as the banquet. It's a beautiful time of year, a wonderfully convenient and interesting location and, of course, the comradeship will be far above par!

I'm asking as many of our members as possible to support the 315th Air Wing Reserve at their 35th year celebration in Charleston, S.C., May 16-18, 2004. Our Vice-President, Rick Reichman, will be representing our group and we do hope for a good showing of our members there. This 315th Air Wing Reserve was assigned to the Pacific.

Several second-generation members are assisting Dad and Mom in attending our reunions. We really appreciate them as associate members in our organization. There has been a good response to our request in the last newsletter.

Our friends in England, Dave Benfield, and Holland, Jan Bos, are asking for more information about planes and personnel that we could share with them for their museums. Also, there are requests being made for locating old C-47s even if they're unflyable. So, please send any information to any board member or me and we'll relay it on. Thanks.

I'm enjoying the privilege of being your president and contacting various members by phone as my wife and I travel around, such as in the Pacific Northwest last May and Kentucky and Ohio last June. With the new year of 2004 rapidly approaching and families gathering together for the holiday season, we're all aware that several of our comrades are no longer with us. Let's remember them in our thoughts. I wish every one of you a happy and safe holiday and may God bless. 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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Vice-President

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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.)**

Thornton J. Lucado 43rd Sept., 2002
Barbara Papp 43rd July 27, 2003

Donations

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

From Margaret Gusky
in memory of her husband
Joseph Gusky

From Rick Adams
To the 315th

Anonymous Donation
To the 315th

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

"If you haven't got any charity in your heart, you
have the worst kind of heart trouble."

-Bob Hope

Two of our Best

Ed and Barbara Papp were the 315th.

At each reunion from 1977 till 1996, they published a great pictorial review of each reunion that was sent to every member on the active roster; group pictures of each Squadron, individual pictures of each member present, plus many action shots.

Barbara was making up a name sign for each member to hold while Ed shot the picture. She moved the lights, held the reflectors and was always busy.

Inbetween reunions they kept us all informed with a great 315th Newsletter. They not only wrote the newsletter, they published it, kept up the labels, put them on each newsletter, separated the zip codes by mail bags - and Ed took them down to the Post Office there in Glen Ellyn.

At the Milwaukee Reunion in September of 1996, Ed and Barbara Papp were there taking all of the pictures as usual. None of us knew how sick Ed was. A few weeks after the reunion I received a package with all of the negatives of the pictures that Ed had taken at Milwaukee. Ed said that he was just so tired and weak that he was not going to be able to publish the reunion book. Ed passed away that December of '96.

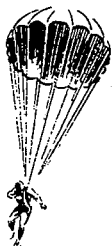
Over the years I have called Barbara from time to time to see if she would come to the reunions. She said that the old 315th was so much a part of Ed's life, that she just could not bring herself to go without him. Barbara went to join Ed on the 27th of July of this year.

I have added their daughter, Sally Papp, to our roster. Many of you met Sally at the Norfolk reunion. She still flies with American Airlines and I hope she will be able to come to our Louisville Reunion, so we can share our friendship with another Papp.

-- Doc Cloer

Yet Another Untold Market Garden Story

By Lt. William H Borneman, USA Air Corp, Long Retired



At 200 feet over Arnhem, Holland, late afternoon on September 21 1944, my military flying career ended with a piece of German ordinance ripping through my right thigh, entering lower right and exiting upper left taking a significant piece of my femur with it. I had been in the South East Training Command Class of 44A, having enlisted in the Army Air Corp and at age 18 and graduated from advanced Twin Engine training at George Field, Illinois. There I received my Wings and was commissioned a 2nd Lt. three months before my 19th birthday. Then it was onto Bergstrom Field Texas for Troop Carrier Operational, where we trained in the C47. There, I met Dick Ford, Class of 44C, who was assigned as my co-pilot, and a great one indeed. We, along with our crew were then ready to do our part for the War, but found ourselves shipped to England to become replacements assigned to the 315th Group, 310th Squadron at Spanhoe. After "THAT DAY" over Holland and some months of recuperation, I returned to civilian life, put the war out of my mind as just a bad and unlucky chapter in my young life.

In mid July 2003, I received a letter from Holland addressed to Mr. Borneman (or family of) asking if I might be one of the crewmembers of a C 47 lost over Holland in September 1944. He said he was engaged in a study of Troop Carrier operations during that period of War and could I provide any personal details such as being helped by the underground, did we bail out and or perhaps made POW's? I replied by e-mail with a resume of our experience that I will relate here. This contact led me to an e-mail connection with my old WWII friend Dick Ford and the 315th Troop Carrier Association. Dick and Bob Cloer have urged me to write my story for the Newsletter.

Our plane number is unknown to me but our crew was Jacob Boon-Pilot, Irvin Chambers-Radio Operator, Dodson Couch-Crew Chief and myself as Co-Pilot. (Plane Numbers seem important to Historians so if anyone has records of this information, please step forward.) After two days of weather delays, we were finally cleared for take off in early afternoon of Sept 21st. Our mission that day was to drop a brigade of Polish Paratroopers to reinforce the British at Arnhem, who were having a bad time reaching their objective "The Bridge Too Far"

The 310th had some difficulty climbing through the nasty overcast toward assembly but succeeded although at least one other squadron returned to Spanhoe. Our formation then proceeded over the channel at around 10,000 feet before dropping to jump altitude just before the drop zone. Little flack was observed, mostly from barges, and quickly silenced by the fighters.

Reaching the drop zone, the enemy action became intense and several planes were obviously in difficulty. One dropped their troops rather prematurely but within reaching distance of the zone. Our major problem and that of the others began with the green jump light. Each Pole, bless them all, took his turn sitting on our cargo door threshold and with knapsacks tied to their leg, tumbled out. They had been trained to do this exiting British Bombers through the bomb bay rather than using the static line procedure of our Paratroopers. We became strung out well over the city of Arnhem taking intense 20mm and machine gun fire. We went over main streets of the city at very low altitude, and were unable to take any evasive turns with C-47's close by on either side. We were raked by machine gun fire hitting the wings, fuselage and engines. The right engine and wing caught fire and I turned the lone fire extinguisher to the right. Then the left started to flame. We shut down the right but the left continued to burn and lose power. Every one of us suffered some form of wound. I personally took one in the thigh, just above the knee. I was able to apply a tourniquet and stem the spurting blood.

Being unable to gain altitude, we hobbled South hoping to reach our own lines but instead were forced to crash land near the small village of Slijk-Ewijk. Our hydraulics were shot out and the landing gear sagged but did not lock down. We slid to soft landing on a grassy field. Lt. Dawkin's plane went down just to the East of us behind a tree row. We scrambled out of the now fiercely burning plane, Boon and I through the top hatch and Couch and Chambers, the cargo door. Huddling in a drained canal or ditch, we tended our wounds and soon were discovered by some Dutch Men, who after some tense moments for mutual recognition, would become our rescuers. They were member of the Orange Group or perhaps Orangie. I'm not certain. Couch and I were carried off on stretchers to a one room School House. Boon and Chambers were taken to one of the private homes, cared for, and the following morning left to the South where they successfully gained Allied lines and were returned to England.

Slijk Ewick is a very small village, of approximately thirteen homes. I believe most of the residents knew we were there and several took turns caring for us but the principal care came from Nelly and Thys den Hartog. Thys was very active in the Orange Group. Both spoke English and I believe Nelly had had some first-aid or nurse training. At any rate, I attribute my life to her care.

After several days, this brave woman, when she heard U S tanks up on the main road above the village, ran out, waving them down and guided them to our location. We were then evacuated south to a field hospital in Nimijen, taking enemy fire most of the way. There, I received interim surgical care and transfusions and then waited several days as the Germans were constantly cutting off the road to Eindhoven. Then finally off, passing hundreds of burned out British vehicles south to Eindhoven and finally to Brussels for air evacuation to England. I had lost contact with Sergeant Couch at the schoolhouse as we were secreted in different areas but I do know he too was evacuated and survived. I was returned to the States in January, 1945.

Though the War Department, I learned in 1946 that the den Hartog's had inquired about us and had received a Certificate of Appreciation from our Dutch Embassy. Being given their address, I too thanked them by mail but it wasn't until 1978 that I was able to do so personally in Holland. The visit by my wife, Helen, and I turned into a major event in Slijk Ewick where I believe all the residents turned out to honor me. There were many expressions of gratitude and I was presented a highly polished brass engine thrust bearing from our plane and my wife a scarf fashioned from camouflage parachute material. These gifts came from Henk Janson and his wife. Henk was also one of the men who carried my stretcher that day. The den Hartog's then guided us to the three places I wished to visit-the one room school house which now is a recreational center, the field in which we landed and the "Bridge Too Far" For Slijk Ewick, I believe our crash landing was the only War event occurring in their area leading to their liberation. Nelly den Hartog lives today at 84 in Eindhoven and Hans den Brok, the historian who contacted me, has interviewed her and remarked to me what a gracious and remarkable person she remains. Her husband, Thys, passed away 6 years ago, age 80.

The past almost 60 years, by contrast, have been less eventful. After separation in July 1945, I returned to the University of Pittsburgh to complete my education, graduating in 1948. My 5-year Reserve status expired before any Korea involvement. I never piloted a plane again but flew extensively around the World for business purposes. My career was spent in the petroleum industry, both with a Major Oil Company and then retiring in 1989 after over 30 years in Sales and Marketing with a Chemical Petroleum Additive supplier. We live simply in a home we had built over 40 years ago in Concord, Ohio, but also maintain a residence in Labelle, Florida for the winter months. Our phone number is in both directories and Email address is wborn@ncweb.com should anyone care to contact me, but know that both I and my wife of 56 years, Helen, plan to attend the 2004 Reunion in Louisville, KY.

From a Long Lost Comrade

Hi to all my dear friends!!!
 I haven't written in a long time but wanted to take this opportunity to let you all know how grateful I am for your service to our great nation!!! You're all heroes and I thank God for each and every one of you & your comrades!
 Happy Veteran's Day with all my love and admiration!!!! Please do me the favor of passing my thanks and admiration on to all your buddies since I can't do it myself.

Rita Butt
 Niece of Arnold Epperson

(BTW, Arnold's brother, Chuck, died yesterday. His only sister, Loretta, died a couple months ago. My dad, Herman, is the only one of five remaining.)

(Epperson was co-pilot for Capt Bohannon. The crew was KIA on the first day of the Holland drops .)



Anyone Know???

I am looking for all the tailnames of the C-47s-C-53s used by your Group during WW-II.

Also... In 1943 the 315th was excluded for the invasion of Sicily (July 1943), the crews and planes of the 315th supplied the Allies in North Africa, BUT might it be possible that some crewmembers did fly the two operational missions on 9 and/or 11 July 1943? I would like to know.

Thank you very much, all the best from Nijmegen.

Jan Bos
 Dukaatstraat 5
 6532 RE Nijmegen
 Holland
 circle82@12move.nl

Many Thanks from the Next Generation

I'd like to put in a plug for the new Airborne Troop Carrier Three-One-Five Group book. I have bought three copies of the book: one for personal use; one as a gift for my sister; and a third to replace the first that was completely worn out from use. My interest is obvious --- my father was a crew chief with the 34th Squadron and was with the 315th TC group from May 1943 until the outfit was decommissioned.

However, my first copy of the book has found a much wider readership. You see the first copy has been passed around to virtually all the vets in our church. It has been read by former marines, army infantry, sailors, and yes even some old Army Air Force guys. Almost without exception they returned the book with comments like, "I never realized the roll these Troop Carrier outfits played."

I have read a number of books about various groups but George Cholewczynski's update of Airborne Troop Carrier Three-One-Five Group is by far the best. If you do not have a copy get one. I don't think you will be disappointed. Why not buy a copy and see if you can get it placed in your local library? As I peruse the shelves of my local library there is very little if anything about the Troop Carrier outfits there. That has been changed by at least one book at my local library.

Thanks to the late Bill Brinson for the foundation of the book and to George for adding the voices. Most of all, thank you to the aircrews and the men of the support groups that made it all happen. By the way, guys, keep telling your stories, we second generation guys are interested and want to help keep the story of the men of the 315 Troop Carrier Group alive.

Thankful for your service,

David Appleby
 Son of T/Sgt. Buford "Tex" M. Appleby

Pilots Griped – Mechanics Fixed It!

After every flight, pilots fill out a form called a gripe sheet, which conveys to the mechanics problems encountered with the aircraft during the flight that need repair or correction. The mechanics read and correct the problem, and then respond in writing on what action was taken. Never let it be said that ground crews and engineers lack a sense of humor.

Here are some actual logged maintenance complaints and problems as submitted by Qantas pilots and the solution recorded by maintenance engineers. By the way, Qantas is the only major airline that has never had an accident.

(P = The problem logged by the pilot.)
(S = The solution and action taken by the engineers.)

P: Left inside main tire almost needs replacement.
S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.
S: Something tightened in cockpit.

P: Dead bugs on windshield.
S: Live bugs on backorder.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.
S: Evidence removed.

P: Friction locks cause throttle levers to stick.
S: That's what they're there for.

P: IFF inoperative.
S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.
S: Suspect you're right.

P: Number 3 engine missing.
S: Engine found on right wing after brief search.

P: Aircraft handles funny.
S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.
S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.
S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.
S: Took hammer away from midget.

PLANE-LY SPEAKING



“An Amusing Anecdote from the Good Old Days” from Len Zurakov



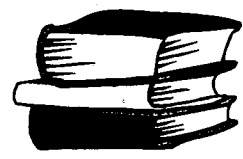
The day before our scheduled departure from our camp near Amiens, France, to begin operating the project known as the "Green Project" (to bring GI's back from Europe, give them a 30-day leave, and then on to Far East), I was informed that my place as Radio op. was being taken by the (normally) ground-based Communications Officer. Naturally, I was a bit put out by what I thought of as completely unfair treatment, so, to drown our sorrows, I, and two other similarly displaced radio ops, went into the village nearby and got roaring drunk (not an uncommon occurrence). I remember coming back late at night (or perhaps even early morning), trying valiantly to scale the slight hill into the camp, and eventually succeeding.

The next thing I knew I awoke under a blazing sun, lying on my cot with no tent overhead, and found myself all alone in a camp that had housed some 40,000 troops (or so I was told). This was a bit disconcerting, but I decided to wander down to the airstrip and see whether there might be some transportation to Calais, the port from which we were supposed to depart. Sure enough, there was an ambulance there, waiting to go to Calais. The driver very generously invited me to lie down on one of the cots in the back, which I did. I woke up a couple of hours later and found myself at the port. I remember spending a couple of days there and on the 3rd or 4th day the rest of the guys arrived, having spent some three days riding in cattle cars (called 40's and 8's). When my commander spotted me coming to greet them, he roared, "Where the hell have you been?" I replied brightly, "Right here, Captain. Waiting for you!" He advised me that I would be court-martialed as soon as we arrive in Trinidad, and in the meantime I would do KP on the ship during the trip.

Upon my arrival at the kitchen of the ship, the non-com in charge took a look at my four stripes and told me he couldn't possibly let me work in the kitchen. What would his crew think? So -- we decided that I would run the elevator that brought food from the hold to the kitchen. I readily agreed, and went to work. That was a big mistake. I so enjoyed my work and the food - the likes of which I hadn't seen or tasted for more than two years - that, by the time we arrived in Trinidad I had gained about 15 pounds. (Needless to say, it was very difficult taking off that weight.) Anyhow, luckily for me, I was shipped out immediately to Puerto Rico, which became my post (the last stop before getting to Miami, later to West Palm Beach), so he never got the chance to bust me. The main reason I didn't get busted and got quick shuffle the which found me in Puerto Rico within two days was the fact that all during the boat trip my First Sergeant was terribly seasick, and I brought him orange juice and some other goodies from the kitchen which evidently earned his gratitude. He saw to it that the paper work was speeded up and I was out of Trinidad within two days of having arrived there. Pretty lucky for me.

Incidentally, when he told me I had deserted the army, I shot back and said, "No! They deserted me!" That remark definitely didn't make me rise in his eyes. But I was lucky! End of story. Len Zurakov

Interesting Readings on Troop Carriers



Hi Friends,

If you have not seen or read the article, you might be interested in Richard E. Killblane, "A Christmas Present for Bastogne," World War II, September 2003, pp. 36-44.

For those of you in the 50th and 53rd Wings that made the re-supply and evacuation missions, you will find this paragraph interesting:

"Supreme Allied Commander Dwight D. Eisenhower later claimed that the re-supply drops had ensured the victory at Bastogne. The pathfinder teams and their Eureka beacons were critical in that success. Had it not been for the pathfinders [101st PIR], the fast moving C-47s, even with good weather, would have been unable to ensure that the badly needed supplies were dropped inside American lines. As it was 95% of the dropped cargo was retrieved by the defenders." (p.44).

To his credit, the author does mention the 439th, 440th, 441st, 434th, 435th, 437th, and the 438th, and the losses suffered by the 440th in its glider tow.

I am glad the 52nd Wing did not have to put its "fast moving C-47s" in the air in that fateful mission. Of course, we would have had to find some "fast moving C-47s." You fellas in the 50th and 53rd never did tell us about your little secret flying those "fast moving C-47s."

Another Subject: I recently acquired and read: John R. (Bob) Lester, "Frontline Airline: Troop Carrier Pilot in World War II." Sunflower University Press, 1994. 191 pages with illustrations.

The cover shows the 5th AF insignia, a C-46, and the Airborne Troop Carrier Patch that we wore in the European Theater. Lester flew in the Pacific. The back cover shows an Airborne patch of the Screaming Eagle. The back cover tells us that: "This is a personal odyssey in combat in a Troop Carrier Group of the 5th Air Force, from New Guinea to Japan. Troop Carrier, says the author, 'was a different breed of cat'. Although they hauled 'everything imaginable,' their primary purpose was to put paratroopers and gliders into combat behind enemy lines and to maintain a conduit of supply for combat situations, initially using the C-47 Skytrain and then the C-46 Commando."

It is not until Chapter 8, "Southwest Pacific Area, " [p.81] that we find that the author arrived overseas in February 1945. Nonetheless, his is an interesting insight into the life of our PTO comrades.

Peace Be With You! Valor Without Arms!
Mike Ingrisano



Snappy Answer #1 A lady was picking through the frozen turkeys at the grocery store, but couldn't find one big enough for her family. She asked a stock boy, "Do these turkeys get any bigger?" The stock boy replied, "No ma'am, they're dead."

Snappy Answer #2 The cop got out of his car and the kid who was stopped for speeding rolled down his window. "I've been waiting for you all day," the cop said. The kid replied, "Yeah, well I got here as fast as I could." When the cop finally stopped laughing, he sent the kid on his way without a ticket.

Group Commander's 100th Birthday Coming Up!!!

I'm Sheila (McLelland) Hoefler. My Dad, Hamish McLelland, was the Group Commander of the 315th. My nephew and I went to the Dayton Reunion but I missed the last one. My husband and I are planning to attend the Louisville Reunion and look forward to seeing all of you there!

I wanted to tell you that May 15th, 2004 would have been my Dad's 100th birthday. I thought it would be fun to collect any stories or information from people who knew Dad. If you have any and are willing to take the time to share them, it would be deeply appreciated.

My address is: Sheila McLelland Hoefler, 3687 Brookside Drive, Norton, OH 44203

You could call me at: (330) 825-6065. My e-mail address is: roger.hoefler@juno.com

Many thanks!
Sheila

ACTUAL MILITARY WARNINGS

"Aim towards the Enemy."

-Instruction printed on US Rocket Launcher

"When the pin is pulled, Mr. Grenade is not our friend."

-U.S. Marine Corps

"Cluster bombing from B-52s is very, very accurate. The bombs are guaranteed to always hit the ground." -

U.S.A.F. Ammo Troop

"If the enemy is in range, so are you."

-Infantry Journal

"A slipping gear could let your M203 grenade launcher fire when you least expect it. That would make you quite unpopular in what's left of your unit."

-Army's magazine of preventive maintenance.

"It is generally inadvisable to eject directly over the area you just bombed."

-U.S. Air Force Manual

"Try to look unimportant; they may be low on ammo."

-Infantry Journal

"Tracers work both ways."

-U.S. Army Ordnance

"Five-second fuses only last three seconds."

-Infantry Journal

"Bravery is being the only one who knows you're afraid."

--Col. David Hackworth

"No combat-ready unit has ever passed inspection."

-Joe Gay

"Any ship can be a minesweeper ... once."

-Anonymous

"Never tell the Platoon Sergeant you have nothing to do."

-Unknown Marine Corps Recruit

"If your attack is going too well, you're probably walking into an ambush."

-Infantry Journal

"Don't draw fire; it irritates the people around you."

-Your Buddies

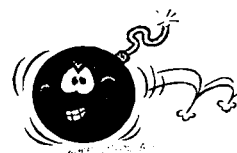
"If your attack is going too well, you're probably walking into an ambush."

-Infantry Journal

(And lastly)

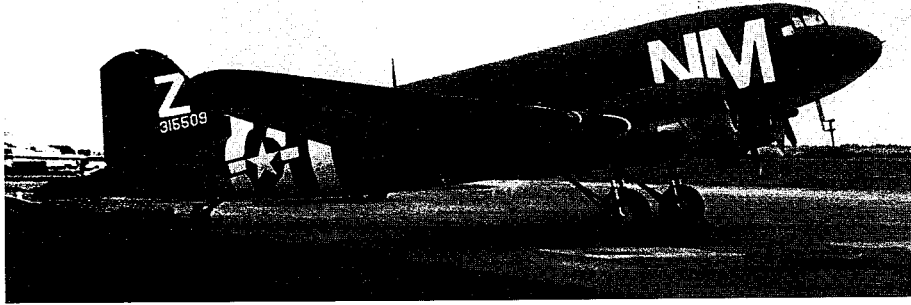
"If you see a bomb technician running, try to keep up with him."

--U.S.A.F. Ammo Troop



315th Troop Carrier Group News

"One of our aircraft is no longer missing"



The C-47A - Serial 43-15509 - now on display at the Imperial War Museum, Duxford, near Cambridge England, has long been known to have served during WWII with the 316th Troop Carrier Group. Recently however, information has come to light that "509" also served with the 315th Troop Carrier Group - Also part of the 52nd Troop Carrier Wing. "Skytrain 43-15509" was delivered to the US Army Air Force on April 4th 1944 - Being assigned to the European theatre of operations with the US 9th Air Force on 28th May 1944. On Arrival at Cottesmore air base England - home to the 316th TCG, - "509" was given the code W7 of the 37th TC Squadron, and the tail letter " T " .

World War II Service

Operation "Overlord"

On the night of the 5th/6th June 1944, "509" took part in the drop of American parachutists near to St.Mere Eglise. Operation "Market-Garden" On 17th September 1944, "509" was in action again, dropping US paratroopers at DZ "N" as part of the "Market" stage of operation "Market-Garden", Holland (Arnhem). The following day during the ongoing operations, "509" was scheduled to tow a Waco CG4 glider to LZ " T " North East of Groesbeek, but half way across the English Channel, the tow rope snapped due to prop wash. Fortunately the glider crew were rescued and "509" returned safely to Cottesmore.

On the 9th October 1944, "509" was transferred to the 315th Troop Carrier Group at Spanhoe airfield Northamptonshire, where it was now assigned the code NM of the 34th TC Squadron, and the tail letter Z.

Operation "Varsity" "509"'s next mission was DZ " B " during Operation Varsity on 24th March 1945, near to Wessel in Germany. This time the payload was British Paratroopers. During this mission, 509 received light Flak damage to both wings.

At the end of May 1945, "509" left Armens in France and returned to the United States with the 315th Troop Carrier Group. .

Post War History

1945 - 11th October - Sold to Canadair Limited Montreal, Canada. **1945** — 10th December Sold to AB Aerotransport (Swedish Air Lines) **1946** - 5th August - Registered as "Vraken" and coded SE-BBH. **1948** - 1st August - Went to Scandinavian Airlines System - renamed "Helge Viking", then "Hjalmar Viking". **1951** - 9th November - Sold ?? **1953** - 17th August - Acquired by Air Carrier Service Co. - with the number N9985F. **1953**- It went to Piedmont Aviation Corporation as N51V and named "Piedmont Yadkin Valley". **1962** - 30th April - Brought by the Charlotte Aircraft Corporation. **1962** - 5th May - Sold to the Spanish Air Force (Ejercito del Aire Espanol) as T3-29, serving with Escudrone 911, using fuselage numbers "911-9", "911-09" and "901-9", (The last being with Escudrone 901). **1977** - 26th January - Withdrawn from service. **1980** - 10th April - Registered with Aces High Ltd. At Duxford, England. Numbered as G-BHUB.

Dave Benfield - November 2002

War Story Repository

In 2000 Congress created an official repository for personal wartime stories and memoirs of American war veterans dating back to WWI. Operated under federal auspices, this history project not only seeks war experiences and life in the military but also welcomes stories of pranks, funny misfortunes, diaries, letters and photos. The Library of Congress will create a catalog of all oral histories and other documentation collected in this project.

A sampling of these accounts started being aired by the Veterans History Project this month in a series broadcast via Public Radio International called "Coming Home".

A web site (<http://www.loc.gov/folklife/vets>) provides details on accessing individual stories by veteran name as well as providing forms and instructions on submitting material for the repository.

From Randy Hils

These three books are available to read and print online. Two require Acrobat Reader program that can be downloaded at the site.

Green Light! A Troop Carrier Squadron's War From Normandy to the Rhine by, Martin Wolfe
http://www.airforcehistory.hq.af.mil/Publications/fulltext/green_light.pdf

The U.S. Army Airforces in WWII: Volumes 1 - 7 by Craven & Cate
<http://www.airforcehistory.hq.af.mil/Publications/Annotations/cravenAAFWWII.htm>

Air Force Combat Units of WWII by Maurer & Maurer
<http://libraryautomation.com/nymas/usaaf1.html>

D-Day Minus One is an Army Air Force film available online. It runs 16.45 minutes and can be viewed in total or by individual frame as well it can be downloaded. Some shots were taken at Exeter for those of you with an interest in the 440th TCG. Below is a review of the film posted on the site and the link to the site.

☆☆☆: October 06, 2002

Reviewer: Christine Hennig

Subject: D-Day Minus One

The story of the paratroop and glider corps, who landed in France the day before D-Day and cleared the way for the invasion, is told with first person narration. It's actually a fairly compelling story, which impresses you with the bravery of the men involved. The footage is excellent, giving you a real feel for what it must have been like.

Ratings: Camp/Humor Value: N/A. Weirdness: *. Historical Interest:*****. Overall Rating: ***. Also available on World War II, Vol. 8: D-Day, the Normandy Invasion.

Available at:

<http://www.archive.org/movies/details-db.php?collection=prelinger&collectionid=19745>

Editors Note: I watched the D-Day Minus One. It very interesting! I had my husband and son watch it also and we were all fascinated.. If you can't get it to play on your computer see if a friend can. It is worth the hassle!

On the lighter side...

An elderly couple was on a cruise and it was really stormy. They were standing on the back of the boat watching the moon, when a wave came up and washed the old woman overboard. They searched for days and couldn't find her, so the captain sent the old man back to shore with the promise that he would notify him as soon as they found something.

Three weeks went by and finally the old man got a fax from the boat. It read, "Sir, sorry to inform you, we found your wife dead and the bottom of the ocean. We hauled her up to the deck and attached to her butt was an oyster and in it was a pearl worth \$50,000. Please advise."

The old man faxed back: "Send me the pearl and re-bait the trap."



Bear Alert !!

The Colorado-State Department of Fish and Wildlife is advising hikers, hunters, fishermen, and golfers to take extra precautions and be on the alert for bears while in the Dillon, Breckenridge, and Keystone area. They advise people to wear noise-producing devices such as little bells on their clothing to alert but not startle the bears unexpectedly. They also advise you to carry pepper spray in case of an encounter with a bear. It is also a good idea to watch for signs of bear activity. People should be able to recognize the difference between black bear and grizzly bear droppings. Black bear droppings are smaller and contain berries and possibly squirrel fur. Grizzly bear droppings have bells in them and smell like pepper spray.



Request from Overseas...

Dear Friends,

I hope someone can help out. I received a request to find out what is the correct squadron code for the 100th Troop Carrier Squadron 441st Troop Carrier Group.

According to several books (including Into the Valley), the code for the 100th Squadron is given as 8C, however, the code 6B is also shown on these lovely birds. But 6B looks very alike the code for the 44th Troop Carrier Squadron, 316th Troop Carrier Group, which code was 6E, might this be the reason that the squadron identification code was changed into 8C?

Who can advise and help, if the change was made, when was this change made?

All the best from Nijmegen

Jan Bos

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Bob Hope 1903-2003



Fifty-seven years have passed since Bob Hope first entertained our country's men and women in uniform. Whenever there was a need, Bob Hope was there. Thanks to him, hundreds of thousands of soldiers, sailors, airmen and marines have had their spirits lifted.

In 1997, by an act of Congress and signed by President Bill Clinton, Bob was made an 'honorary veteran.' Upon receiving the award, Bob said, "I've been given many awards in my lifetime - but to be numbered among the men and women I admire most - is the greatest honor I have ever received."

ON GIVING UP HIS EARLY CAREER, BOXING "I ruined my hands in the ring the referee kept stepping on them."

ON SAILORS "They spend the first six days of each week sowing their wild oats, then they go to church on Sunday and pray for crop failure."

ON NEVER WINNING AN OSCAR "Welcome to the Academy Awards or, as it's called at my home, 'Passover.'"

ON PRESIDENTS "I have performed for twelve presidents and entertained only six."

ON WHY HE CHOSE SHOWBIZ FOR HIS CAREER "When I was born, the doctor said to my mother, 'Congratulations. You have an eight-pound ham.'"

ON RECEIVING THE CONGRESSIONAL GOLD MEDAL "I feel very humble, but I think I have the strength of character to fight it."

ON HIS FAMILY'S EARLY POVERTY "Four of us slept in the one bed. When it got cold, mother threw on another brother."

ON HIS EARLY FAILURES "I wouldn't have had anything to eat if it wasn't for the stuff the audience threw at me."

ON GOING TO HEAVEN "I've done benefits for ALL religions. I'd hate to blow the hereafter on a technicality."

ON TURNING 70 "You still chase women, but only downhill."

ON TURNING 80 "That's the time of your life when even your birthday suit needs pressing."

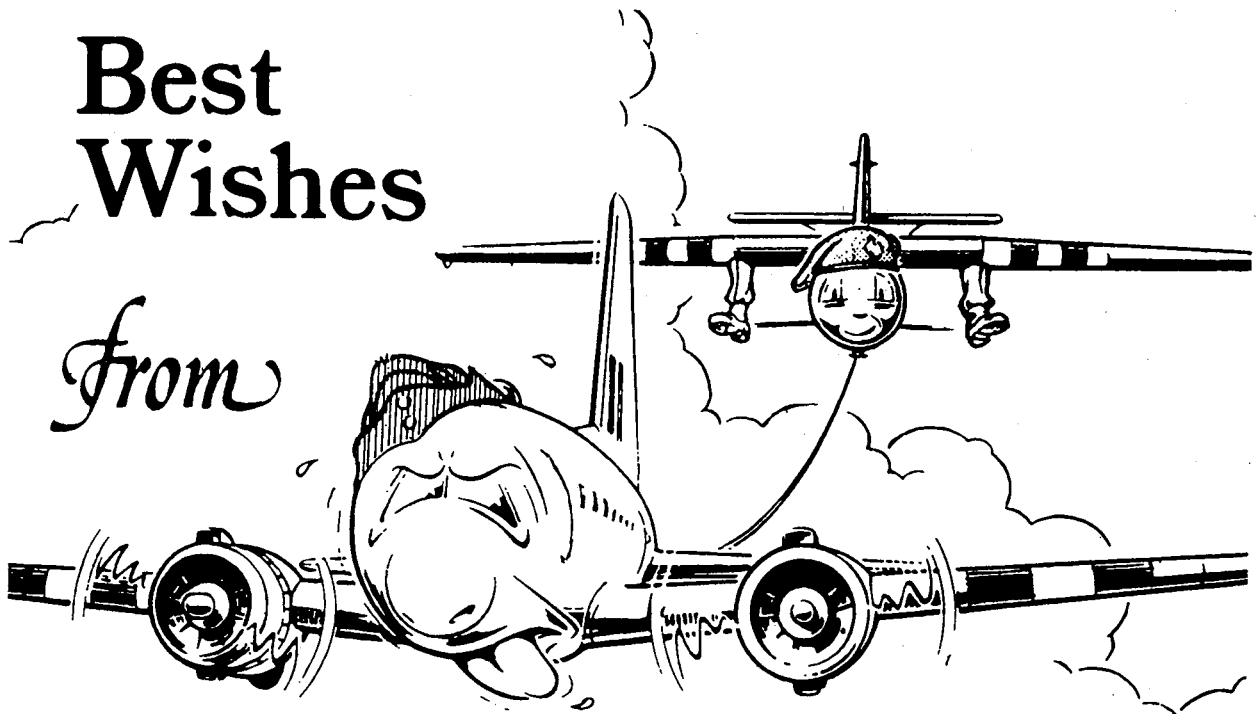
ON TURNING 90 "You know you're getting old when the candles cost more than the cake."

ON TURNING 100 "I don't feel old. In fact I don't feel anything until noon. Then it's time for my nap."

Thanks for the memories...

Best Wishes

from



"DAKOTA".....(1 BRAVO 109)



"No, thank, Willie. I'll go look for some mud wat ain't been used."



"Who is it?"



"Beautiful view! Is there one for the colored men?"

ML Schwietz
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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!