



315th Newsletter

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CONTENTS

- > Official Notice Board
- > President's Message
- > Reminiscing, by Ed Fulmer
- > Ziggy "Coughs Up"..... more
- > Amiens, the Way it Was
- > The Final Frontier
- > "Bloody" New Plane
- > Off the Grapevine
- > Taps

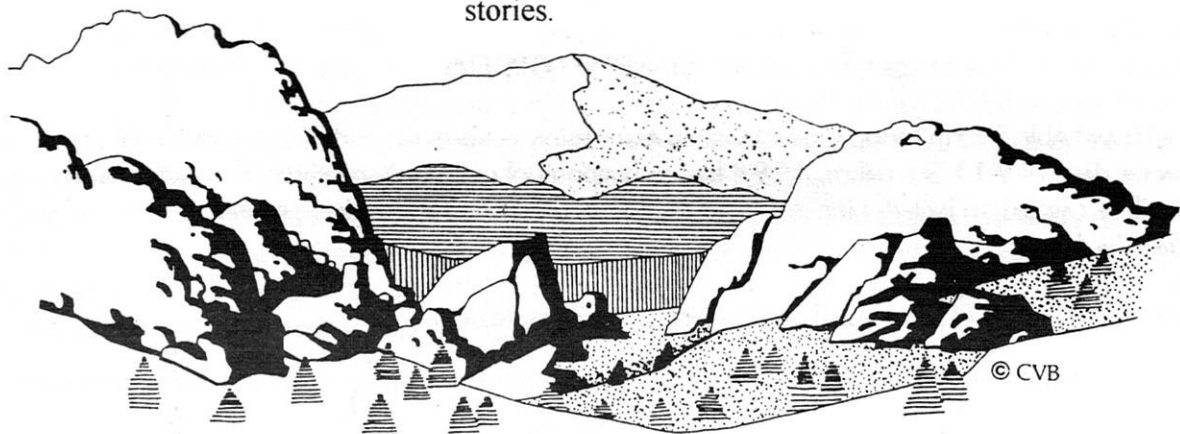
COLORADO SPRINGS; REUNION CITY

Awaiting the 315th Association reunion 9-13 September, Colorado Springs sits at the base of the usually snowcapped 14,000 foot Pikes Peak. Each year 5.9 million tourists visit the area, drawn by climate and the region's many attractions.

The second largest city in Colorado, the Springs was founded in 1871 by General William Jackson Palmer. Today's population numbers approximately 320,000 with the entire Metro area at 475,000. The average temperatures in September are a low of 47 and a high of 75.

For those driving, Interstate 25 is the primary connection, bolstered by U.S. 85/87 and 24. Arriving by air, service is provided by America West, American, Continental, Delta, Mesa, Northwest, Reno Air, TWA, United and Western Pacific, Air 21.

The 315th's program includes (see the enclosed Registration packet for details) a foot stomping 'Hi Ho Silver' evening at the Flying W Ranch in an authentic Western Town setting; a tour of the famed Air Force Academy nestled against the foothills, distinguished by the chapel's soaring multiple spires; a ladies tour of the Garden of the Gods, plus others. The city offers diverse attractions that individuals can visit on their own. It provides a scenic location for family get-togethers with enticements for all ages. Bring the offspring. They'll enjoy the area and meeting your compatriots. They might even believe some of the stories.



© CVB

Pikes Peak and Garden of the Gods
Colorado Springs, Colorado

315th TROOP CARRIER GROUP ASSOCIATION

Olmsted, Florence, Aldermaston, Blida, Spanhoe, Amiens

OFFICIAL NOTICE BOARD

Message from the President:

This year's reunion will be held September 9-13 at Colorado Springs, It is the 12th reunion since we organized in Savannah in 1977 and started our biennials. Beginning with our last reunion in Milwaukee, age and attrition have made it necessary to engage the AFR (Armed Force Reunion Corp.) to help plan and organize our events. The AFR did a great job in Milwaukee. Since Colorado Springs has so many activities and scenic sites, we expect to have an even more interesting itinerary.

Our first tour, on Thursday the 10th, will be held at the Flying W. Ranch. It begins at 5:00 pm which should allow late arrivals a chance to enjoy the dinner and entertainment. The main attraction will be a tour of the Air Force Academy on Friday the 11th. This tour will include a visit to the cemetery where there is a Plaque commemorating the 315th war dead. Our business meeting will be held Saturday morning. This should provide a good opportunity for the ladies to shop at the mall across the street from the hotel or to visit the nearby Garden of the Gods. There should also be plenty of time to relax and to visit with friends. On Saturday night, we will have a cash bar and dinner and dancing at the hotel. If there is enough interest on Sunday we will take a (optional) tour of the Royal Gorge Bridge, the world's highest suspension bridge.

Hopefully, not only will you attend the reunion but will contact as many members as possible to do the same. Please let us know about your plans as soon as possible. The weather in Colorado Springs is usually at its best in early September. It is a great chance to combine a scenic Fall trip with a rendezvous with your old comrades. The years are going by quickly and who know how many opportunities we have left.

Sincerely,

J. H. "Bert" Petersen

STANDING ORDERS

All Fit and Able 315th Troop Carrier Group Association members are ordered to assemble with guests at Colorado Springs on the dates of 9-13 September, 1998 for the purposes of once again reuniting in friendly comradeship. Full equipment will be carried, to include pictures, memories and memorabilia, prescriptions, reading glasses, and such other glasses as may be required.

Failure to appear will be so noted on the Group's Morning Report.

*Naples-Foggia *Sicily *Rome-Arno *Normandy *Northern France *Central Europe *Rhineland

During Operation Market Garden, Ed Fulmer was co-pilot on a 43rd Sq plane struck by flak. The crew chief, seeing flames in the cockpit and getting no response, ordered the troopers to jump. He was the last to leave. The pilot, Lt. Spurrier, unconscious from a wound was unable to jump. Lt Fulmer, burned on face, back and arms spotted an open field and crash landed in an attempt to save Lt. Spurrier. Lt Fulmer was able to escape through a side window. For his heroism he was awarded the Distinguished Service Cross and the Order of William by the government of the Netherlands.

REMINISCING

by Ed Fulmer

Members of the 315th where did those fifty odd years go? It seems only yesterday that after a year in hospitals, September '44 to September '45, a doctor told me to forget what happened during the Market Garden operation. Put it out of your mind, he said. Well, I tried; but people involved that September 18, 1944 would not let me forget. Like the Dutch doctor, A.A. van Empel, who risked his life to save mine right under the German noses in the town of Ophuesden, five minutes to the drop zone at Arnhem. Or the resistance group who hid me and carried me at night on a stretcher to a house in town. Or the "stick" of British paratroops, all but one of whom made it out of the burning plane. These things I had to find out in later years as during most of my stay there I was unconscious.

Jumping at about 400 feet we were hit twice by flak. First Lt. Spurrier, the pilot, and I, the co-pilot, flew overseas together and stayed together during our time in England. He lost his life that day as did Cpl. Hollis the radio operator. With bravery and coolness, Crew Chief Cpl. Russell Smith, plane burning, ordered the paras to jump. I found out later from Sgt. Spring that the bail out box had been blown out of the plane by a chunk of hot metal. Russ was the last out, opened his chute and hit the ground injuring his right ankle but still alive. The Dutch resistance quickly hid he and the paras, all eventually got back to the Allied lines.

So much has happened from this.

Dr. van Empel wrote to me during the years until his death, May 18, 1983. Earlier, in 1965, I visited him and his family in the Netherlands and learned a great deal about what had occurred. I wanted to go to Ophuesden, near where the plane crash landed, to meet some of the people who helped me. I was too sick at the time and did not go.

Later, in 1990, Lucille and I visited the Netherlands and met with Dr. van Empel's eldest son who drove us to Ophuesden. What he didn't tell us was that he had arranged a party of all the people who had helped me. What a surprise!

When we arrived they served coffee and cake; an hour later I held a cup of cold coffee and cake. Everyone wanted to talk about their part in taking care of me. I was overwhelmed by these good people. They wanted to show their gratitude for trying to liberate their country. All I wanted was to thank them personally for saving my life. They took a toll in the war. A few weeks after the drop a British outfit took part of the town where I was and took me out. The town was then taken and retaken numerous times. There was not a home left in town. The house where I was hidden was never rebuilt. Today it is an empty lot.

Years ago, I've forgotten how many, Bob Cloer got in touch with me. I never knew the 315th was having reunions. Bob located Russell Smith and that started a close friendship with Russ and his wife Louise. They visited us every summer for a couple of weeks until Russ's death in 1995. On his first visit he had a Belgium note on which he'd collected signatures of all the paras and the resistance group including Dr. van Empel, who had treated him for a broken ankle. I said, "Russ, what if you'd been captured? There you were with all those names for the Germans to see." Well, he didn't get captured; so everything turned out all right. Russ gave me and many others copies of that bill. A true memento of the war.

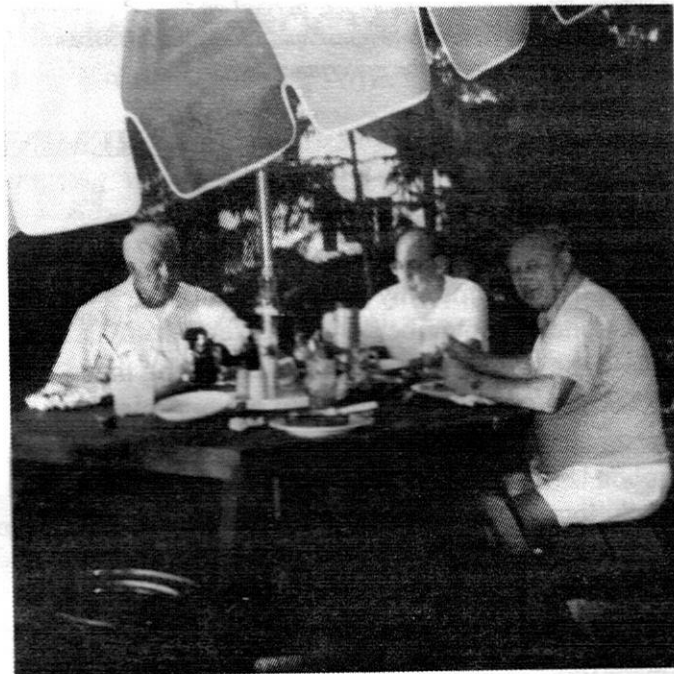
We made contact with some of the British paras who were aboard that September 18th. I wrote to three of them: Sgt. Spring, in charge of the "stick", Jim Westbury and Fred Bramley. Fred came to visit me first. He has been over eight or nine times. I lose tract. He is like family. On one visit we had Russ and Fred here at the same time and what a gathering to talk about old times.

In 1996 we were excited to have Sgt. Albert Spring come over with his daughter-in-law; his wife had passed away the year before. A true English gentleman, an author and a person one is proud to know. I found out that after bailing out Albert got in touch with the resistance group, put on civilian clothes and aided by the resistance leader scouted the territory, including a short visit to where I was hiding. I did not know that at the time or remember his visit. He took a terrible risk if he had been discovered and captured.

These paras were in combat for years: Africa, Sicily, the Netherlands. They were blessed with few casualties. Their outfit has a reunion every year. When Albert returned to England from a visit he had heart problems and ended up in the hospital. Their reunion took place during his stay. He signed himself out long enough to attend. That shows how much they think of reunions over there.

Through a reunion, phone and letters Bill Misfelt, who was in our barracks in England, brought back memories. He could remember Spanhoe. I had lost all memory of the place. Bill was there to bring it back. I have several Dutch friends that I keep in touch with. They ask me to keep in touch even if it is only a couple of lines. This summer I expect a visit from one of the resistance group. Who knows? Fred Bramley may pop in again. I'm quite sure he will.

How can you forget with all those friends?



above: lunch in the Fulmer's back yard with Ed, center; Russ Smith, left; Fred Bromley, right.

below: a 1993 Netherlands gathering. Left to right: Jim Westbury, Ed Fulmer, Albert Spring, Hans Vervoorn (WW II resistance leader).



Dear Readers, we return to our intrepid Ziggy whom in the last issue we left in a "holding pattern" high above the Brenner Pass.

COUGHING UP...MORE

by "Ziggy" Zartman

I didn't know it at the time, but enroute, as we flew over the village of Innsbruck, down there, cavorting in the fields, was a young Austrian skier whom, I, one day would meet (early 1970s) in Colorado's prime ski area...the mountain village of VAIL. After my early, no-choice retirement (to Twin Lakes, CO) from the USAF; you may recall...an unexpected throidectomy (tumor, that I thought was a new muscle...Gloria and I having just built our white-fir log Chalet high in the Rockies)...anyway, after a pleasing recovery, I got to occasionally ski Vail's slopes with some of my fun-seeking neighbors. On one of those outings, we feasted on Austrian goulash and hard-rolls at Gasthaus Gramshammer, Pepi and Sheika's (Gramshammer's) restaurant located in the original townsite. In the brief conversation with Pepi, I learned that he had grown-up around Innsbruck. A small world..huh?

Also, it wasn't long after overflying Innsbruck (with a Mrs. Arnold aboard...you'll learn about her in a minute) that I'd be back...next time landing nearby. I don't recall much of the details, but we had an emergency air-evac mission there to transport a GI's family...some of the kids severely injured in a car accident, to the 92nd General Hospital in Frankfurt. It was my crew that got to slam the C-47 onto a nearby grassy airstrip to rescue the patients. Strange, isn't it, how one's life pieces come together. You guys who opted out of a USAF career "blew it." Sure some of you got rich...others became big-wheels in industry...some just went back to the farm: but none of you got to play with Uncle Sam's "Toys."

Back now to the "Arnold" story. Our mission was to transport a VIP (Very Important Person) lady...the recently widowed Mrs. Henry Harley Arnold, to Athens, Greece. Her husband, the late famous aviator was better known to we "Yanks" as "Hap".

He had been taught to fly (you really old guys may recall) by two bicycle mechanics named Wright who had distinguished themselves in 1903 on a cold winter day at Kill Devil Hill.

A West Point graduate, "Hap" had been assigned to the Army Air Service where he made aerial refueling and air-mail services a reality. In 1942 he was the Commanding General of the Army Air Corps, our leader during the greatest build up of airpower in the history of warfare. As a member of the Joint Chiefs of Staff "Hap" instigated the daylight precision bombing of German industrial targets; later, supporting Ike's decision to vertically envelop one key bridge too many in the land of wooden shoes...the bombastic "blokes" blatant blooper (Monty's hastily conceived, daring and imaginative, but questionable OPERATION MARKET GARDEN to beat Patton into the "fatherland"). Just one more facet of humankind's 1940s madness...labeled World War II. Field Marshall Bernard Law Montgomery, earlier - not to be forgotten - did distinguish himself on the sandy North Africa battlefield where he and the Desert Fox (Rommel) skirmished with tanks.

A friendly, gracious, prim lady, Mrs. "Hap" (darned if I can recall her first name) accepted our invitation to join us in the cockpit for a view through the windscreen. We were just coming up on the Grecian mainland...CAVU...descending...no traffic at the airport. We circled once or twice while she took pictures of the acropolis and its surroundings. Then, while I got the landing clearance, Felix (Felix Moran, ex 310th Sq) entered the down-wind leg and the crew chief buckled Mrs. Arnold back into her seat. Parked on the ramp and waiting for transportation we heard one final story about "the magnificent men and their flying machines" (Hap's contemporaries). One more facet of a USAF career that still lingers in my cerebral archives. I'm glad that Felix and I could give Mrs. Arnold a "ride" - even if her husband was solid "brass" (the guys who kept harassing me). Had "Hap" been there I might have either been promoted on the spot or "drummed out of the service." 'Gotta go'.

NEW ACTIVES

The Association has been fortunate in gaining some new active members. If former comrades are included, write or call to welcome them aboard. {If it's someone who owes you money from a long ago poker game tell them all is forgotten.}

Eric Ackerman, 308 N. Illinois, Morton, IL 61550	ph: 309 265-6212	Org: unk
William Bennett, 1 Yellow Rail Lane, Hilton Head Isl., SC 29926	ph: 803 681-6788	Org: 43rd
Carl Bushard, 1707 N. 12th St., Cottage 22, Rm 100, Quincy, IL 62301	ph: not listed	Org: unk
William Carrier, RR 2 Box 236, Milton, WV 25541-9762	ph: 304 743-5023	Org: 34th
Carlos Church, 206 Sherwood Dr., Prescott, AZ 86301	ph: not listed	Org: 43rd
John Cipolla, 5228 Fairhave Rd., Clifton Hts., PA 10918	ph: 215 623-8531	Org: 309th
Robert Doane, 248 W. Loraine St., Glendale, CA 92102	ph: 213 507-9283	Org: 309th
Dzielak, 272 Babbs Rd., West Suffield, CT	ph: 203 668-7137	Org: 43rd
Leon Easley, 5921 E. Park Circle Dr., Fresno, CA 93727	ph: 209 255-6306	Org: 43rd
Phillippe Flannery, 31 Raymond Ave., Somerville, MA 02144	ph: 617 623-0562	Org: 310th
Jerome Kersting, 1920 Woodward Ave. SR 2, Kingsford, MI 49802	ph: not listed	Org: 309th
Joseph Germain, 1500 Bishops Estate Rd., Unit #24B, Jacksonville, FL 32259	ph: 904 389-4469	Org: 309th
Jack Gordon, 10827 Blondo St., #5, Omaha, NE 68164	ph: 402 493-8125	Org: unk
Harold Holden, 3250 W. Lakeshore, Deckerville, MI 48417	ph: 313 376-4072	Org: 43rd
Donald Leamer, 1013 Kathryn St., Boalsubrg, PA 16827	ph: 814 466-7746	Org: 43rd
Charles Maytum, 633 W. Longview Ave., Littleton, CO 80120	ph: 303 794-7519	Org: 43rd
Keith Mattausch, PO Box 474, Bellevue, WA 98009	ph: 206 827-2129	Org: 310th
Gerald Nadeau, 144 3rd St., New Philadelphia, OH 44663-3937	ph: 216 343 8345	Org: 43rd
Oscar Hall, Jr., 3340 US 12W, Niles, MI 49120	ph: 616 695-3503	Org: 43rd
John Papenhausen, 2706 Ashlan Ave., Space #164, Fresno, CA 93706-1751	ph: not listed	Org: 43rd
John Rowe, 5894 Smith Lake Dam Rd., Jasper, AL 35504	ph: 201 384-4945	Org: unk
George Sigafoes, RD #2, Box 63, New Alexandria, PA 15670	ph: not listed	Org: 43rd
E. D. Webb, 4252 E. Texas Circle, Tucson, AZ 85711	ph: 602 795-1516	Org: unk
Owen West, 16718 W. Barstow Ave., Kerman, CA 93630	ph: 209 846-9294	Org: 43rd
Marden Wilson, 546 McDonald Ave., Galion, OH 44833	ph: 419 468-2600	Org: 43rd
James Zender, 215 Adams Ave., Sumter, SC 29150-3919	ph: 803 775-6982	Org: 43rd

ROSTER UPDATE

Efforts are underway to up-date the Association Roster and ultimately provide each active member with a copy. To assist in this effort please check the latest roster you may have and advise either "Doc" Cloer or Sandy Friedman (see "Stuff" below) with any address/phone number change. For those with a Rural Route or Box Number address, we've been advised the 911 system will soon require, or already has, such addresses to include a house number plus road name (or number) to insure delivery. We want to stay in touch. Help us out!

(clip and save) WHERE TO SEND STUFF

Address Information
(includes changes, deaths, new members, drop from mailings, etc.)

Sanford Friedman	or	Robert L. Cloer
2425 Buckhurst Dr		1417 Valley View Dr.
Cleveland, OH 44122		Yuba City, CA 95993
216 464-1528		916 674-3681

Newsletter Articles
(true or false)

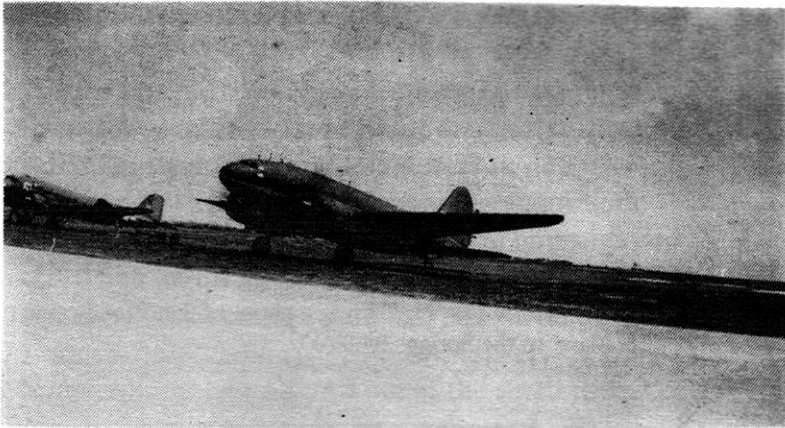
J.S. Smith
1967 Iowa Ave NE
St. Petersburg, FL 33703
813 527-0587
E-mail: JSSan@compuserve.com

Dues and Donations
Sanford Friedman
2425 Buckhurst Dr.
Cleveland, OH 44122
216 464-1528

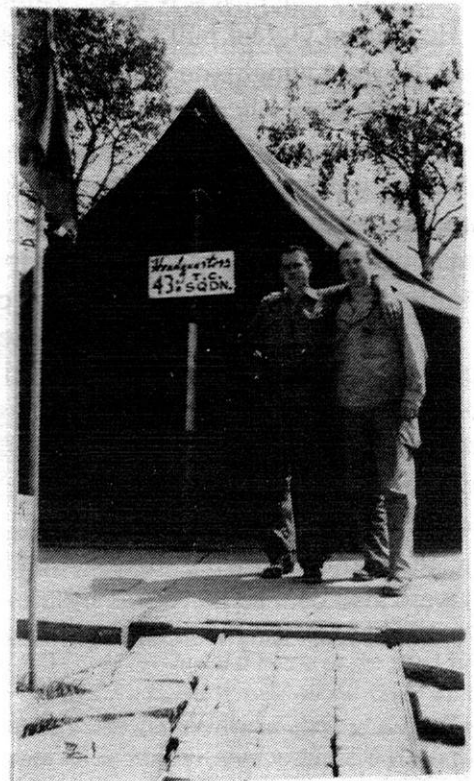


AMIENS.....THE WAY IT WAS

photos courtesy of "Ziggy" Zartman and Morris "Harrell" Barber



*above, 310th Sq area
lower right, 43rd Sq Hqs
lower left, 43rd Sq area
upper left, C-46*



SOMETIMES, THINGS DIDN'T GO QUITE RIGHT

(The following is extracted from the Book "Fallen Eagles, a Guide to Aircraft Crashes in North-East and Mid-Wales" by Edward Doylerush. Association President "Bert" Petersen says, "that's about the way it happened.")

[Prelude: After five weeks enroute from the US on the northern route, enduring atrocious weather and miserable living conditions, the 315th Air Echelon arrived in Scotland.]

On 15 December 1942, C-47 serial 41-18441 took off from Prestwick at 1040 hours. Lt. Julius H. "Bert" Petersen (today, President, 315th TCGp Association) was flying the aircraft from the left hand seat with Lt. Sigurd Matson (KIA during Operation Varsity), the captain, to his right. Lt. Woodrow W. White was navigating and S/Sgt. John O. Cipelle sat at the radio.

There were eight passengers and a mass of stores and equipment. The weather produced a high overcast but with some scattered clouds at 1,000 feet. They flew over the Isle of Man, and then made landfall over the North Wales coast. As they progressed the low layer cloud increased, but the navigator indicated that they were higher than the highest hills in the area. They entered another patch of dense cloud and lost sight of the lead aircraft. Suddenly Petersen saw trees rushing towards him. He made a violent pull up and turn to the right grazing the right wingtip on the first of two peaks, at 1,900 feet - somewhere in the Berwyns - followed by an equally violent manoeuvre to the left, striking the summit of the other peak. By now the aircraft had lost flying speed and started to stall. Fortunately they were over the summit and were able to fly down the contours and regain control.

When he recovered his composure, Petersen glanced out at the wingtip on his side and exclaimed to Matson that it was standing up vertically about six feet. Matson replied, "Well, take a look at the right one!" It was bent upward just like the left one.

In bending the wings up like that the ailerons were also bent so there was little or no turning ability, but at least they were still airborne.

On their flight map the navigator found an airfield ahead of them - Montford Bridge, and so made straight for it. The pilots decided not to lower the landing gear for fear of losing too much lift, also it may have been damaged. They were committed to a straight in landing on the grass with wheels up, parallel to a runway. In doing this they crossed another raised runway causing damage to the underside of the aircraft, then slid to a stop. Luckily no one had been hurt apart from a few bumps and bruises. One of the passengers pulled out two bottles of brandy, which were quickly downed while waiting for transport.

An RAF officer watching this unique aircraft from the control tower was heard to remark, "What bloody new type of plane have the Yanks come up with now!" Ironically - after flying all that way in severe winter conditions, their last leg to Aldermaston had to be completed ignominiously in a canvas covered truck. The C-47 was eventually repaired and reunited with the 315th and later transferred to the 310th Ferry Group at Warton. These aircraft were not built to bounce off hills but their longevity is renowned. It was last heard of as registered to Bema & Dasujan, Inc. of Frankfurt.

(Bert Petersen says he'll bring a photo of that 'bloody new type of plane' to the Springs reunion)

(from the editor)

WE'RE LOOKING FOR:

Stories: We have some great contributors; but, more would be better. Tell us one of your memorable experiences involving the 315th, either wartime or post war; serious, humorous, sad, rewarding, whatever. Set the scene and circumstances. With whom, your squadron members or others? Where, on base or off? The effect on you?

Most articles are from the aircrew side. Ground personnel outnumbered air by five to one. We'd like to hear from you.

(see where to send stuff, page 6)

THE FINAL FRONTIER

by "Ziggy" Zartman

Mention the "last frontier" here in the West and folks think of Alaska...Robert Service's "Great Alone" from the *Shooting of Dan McGrew*: "Were you ever out in the Great Alone, when the moon was awful clear, and the icy mountains hemmed you in with a silence you could almost hear?"

It's a vast wilderness not yet overpowered by the invasion of humankind. Gloria and I just completed (summer 1997) an 8,000 mile road trip (mini) '88 Ford recreational vehicle...refreshed (compass ever pointing North) in the verdant Canadian provinces of British Columbia, Alberta, and the Yukon Territory - bouncing to a 55 mph rhythm the length of the ALCAN highway (the layer of muskeg between the asphalt surface and the permafrost dips and heaves as it thaws and freezes) to Fairbanks; then southerly to Anchorage via Denali National Park...recording great video of Mt. McKinley from Kalkeetna in the State Park.... onward to Palmer, Tok, Haines (featuring Bald Eagle Preserve) and Prince Rupert. From Haines to Prince Rupert, with the motor home stowed below, we cruised the Alaska Marine Highway aboard the MV Matanuska, pride of the State operated "blue canoes" fleet. A foot-pedal, of course, does not "thrill" like a throttle!

High on the "to do" list was a visit with two 310th Squadron members who call Alaska home: O.J. Smith (pilot) who runs a "bush" air service with several single engine aircraft out of the small town of North Pole located SE of Fairbanks, and Gil Daney (radio operator) who has retired in Anchorage. We waited three days for O.J. to appear, but he and his plane remained "socked-in" at Umiak, an Eskimo village north of the Brooks Range. We did get to tour his hometown and lunch with wife, Ellie, manager of the air service operations. A busy, interesting lady. Both Gil and Joyce Daney were at home...gave us the "Cook's tour", treated us to a great lunch, and drove us to and from the Anchorage Art & Natural History.

It featured authentic Eskimo, Indian and pioneer artifacts. Gil picked up the lunch tab (a pay back for a "lost" trailing wire antenna weight at Spanhoe...I'm not sure?) Too bad we missed O.J. He's been flying since 1939, mostly in the Alaskan bush. At 76 still pushing the fun levers. God WILCOing we'll all make it to the '98 reunion.

An unexpected vicarious thought crossed my neuro-bridge during a melancholy wilderness leisure moment...that the FINAL frontier still awaits those of us on the "active" roster. The "Great Alone" of the far North was exciting and a true wonderment; especially so when shared with your mate of fifty two planetary orbits. BUT, the "Vast, Dark Beyond" still beckons...where an innate Spirit implicates a Greater Power...and, our future? Got to go. It's time for a slow walk on a quiet path!

General Sir John Hackett,

GCB, CBE, DSO, MC, DL

General "Shan" Hackett died early in September aged 86 after one of the most distinguished military careers of the twentieth century and intellectual achievements of the highest order. He fought in Palestine, Syria, the Western Desert, Italy and North-West Europe. Commanding the 4th Parachute Brigade at Arnhem he was severely wounded, captured, and escaped with the assistance of the Dutch Resistance.

"Shan" Hackett has been described as "an academic who in a prolonged fit of absence of mind became a four-star general." He was knighted in 1962 by Queen Elizabeth.

(editor's note) In the Arnhem operation, General Hackett was dropped by a 310th Sq. crew: Cecil Dawkins, pilot; Glenn Ulrich, co-pilot; James Wilson, Navigator; William Witte, flight engineer; John Ludwig, radio operator. In 1989 Ulrich and Wilson, representing the crew, were reunited with General Hackett at his request during a Gathering of Eagles hosted by the Air University's Command and Staff College.

Prior to the Arnhem drop the General had promised the crew the "best bottle of Champagne" he could find if he landed on the DZ. He produced a bottle at the Air University celebration, called Ulrich and Wilson on the stage with him, and before some 1,200 guests poured three glasses of wine while informing all he was dropped within 200 yards from where he set up his command post.

OFF THE GRAPEVINE

(AND OTHER QUESTIONABLE SOURCES)

HELP..HELP..HELP

- **Doc Cloer has every reunion book from Savannah to St. Louis, EXCEPT: the 1978 Dallas gathering. Anyone willing to send their Dallas copy to Doc would make him a happy camper. He will assemble them into a single binder for viewing at future reunions (including Colorado Springs). Call him at 530 674-3681.**

- From Summer, 1997 Daedalus Flyer:

SAY AGAIN?

Here are some actual maintenance complaints submitted by USAF pilots and replies from their maintenance crews:

Problem: "Test flight OK, except autoland very rough."
Solution: "Autoland not installed on this aircraft."

Problem #1: "#2 Propeller seeping prop fluid."
Solution #1: "#2 Propeller seepage normal."
Problem #2: "#1, #3, and #4 propellers lack normal seepage."

Problem: "The autopilot doesn't."
Solution: "It does now."

Problem: "Something loose in cockpit."
Solution: "Something tightened in cockpit."

Problem: "Evidence of hydraulic leak on right main landing gear."
Solution: "Evidence removed."

Problem: "Number three engine missing."
Solution: "Engine found on right wing after brief search."

Problem: "DME volume unbelievably loud."
Solution: "Volume set to more believable level."

Problem: "Left inside main tire almost needs replacement."
Solution: "Almost replaced left inside main tire."

Problem: "Dead bugs on the windshield."
Solution: "Live bugs on order."

Problem: "Friction locks cause throttle levers to stick."
Solution: "That's what they are there for."

THE SPRINGS THE PLACE IN '98

Norm Greene writes that life is fine, takes to the links 4 or 5 times a week and sends along this ode to golfers: "To win at golf
It's understood
Both man and ball
Must both lie good."

(For You Europhiles)

HEAVEN OR HELL

What is the difference between Heaven and Hell in Europe

Heaven:

The Police are English
The Chefs are French
The Engineers are German
The Lovers are Italian
Europe is run by the Swiss

Hell:

The Police are German
The Chefs are English
The Engineers are French
The Lovers are Swiss
Europe is run by the Italians

- The 9th Air Force Association will hold its 1998 reunion May 28-30 in San Diego at the Marriott Hotel, Mission Valley, Ca.

- Ziggy reports he has found a "fun lever" on the side of his easy chair. He neglected to define the kind of fun.

MAKE YOUR RESERVATION NOW

- "Doc" Cloer has abandoned riding his "hog" and turned to getting checked out on an Ultra light. Look skyward!

- A restored C-53 was recently flown to the Netherlands where it will become the center-piece in the Wings of Liberation museum. It carries WW II markings of "UA" (43rd Sq, 315 TC Group).

From a phone call: Morris "Harrell" Barber, 43rd, now 86, reminisced about starting across the Southern Route enroute to join the 315th in a C-47 which had logged only 9 flight hours after coming off the assembly line.

TAPS

WITH DEEP REGRET WE RECORD THE LOSS OF THESE COMRADES

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

Alvin Becker	43rd	Sept 97
James B. Boles	Hq	unk
Samuel Camerlo	309th	unk
Roger Chapman	34th	unk
John Ciniy	309th	1994
Richard Collett III	310th	unk
Robert Cunning	309th	unk
Pete Detz	309th	unk
Harold Deppen	43rd	Aug 1993
C.L. Jack Douthitt	34th	1997
William Goward	309th	unk
Stephen Jones	310th	unk
Robert Maycan		1997
Thomas Minner	309th	Mar 1996
Earl Perry		unk
Donald D. Schutt	310th	1994
Walter A. Smith	43rd	Sept 93
Elmer Raskie	310th	June 1994
Dr. George W. Roust	43rd	July 1997
Robert Yeckley	310th	Oct 1997
Mrs Larry (Margaret) Ison		Sept 1997

DONATIONS

A number of members have expressed the desire to provide a donation in memory of former comrades or acquaintances. The Association has agreed to accept these through the organization's treasurer and, further, to inform the families of such donations.

We gratefully acknowledge donations received (*since publication of the September 1997 Newsletter*) from the following: D. Watkins, C. Crystal, Wm Brinson.

*The tide recedes,
but leaves behind
bright seashells
on the sand.
The sun goes down,
but gentle warmth
still lingers on the land.
The music stops,
and yet it lingers on
in sweet refrains....
For everything that passes,
something beautiful remains.*

Poem received from Grace Ritter
(John Andrews sister)

(Bill Brinson sent the following)

The Origin of "Taps"

In 1862, during the Civil War, Union Army Capt. Robert Ellicombe was with his men near Harrison's Landing in Virginia. On the other side of this narrow strip of land was the Confederate Army.

During the night, Capt Ellicombe heard the moan of a soldier who lay mortally wounded on the field. Not knowing if he was a Union or Confederate soldier, the captain decided to risk his life to bring the stricken man back for medical attention.

Crawling on his stomach through the gun fire, Ellicombe reached the dead soldier and began pulling him toward his encampment. When Ellicombe reached his own line, he discovered the soldier was a Confederate, and he was dead.

The Captain lit a lantern and suddenly went numb with shock. In the dim light he saw the face of the soldier. It was his own son! The boy had been studying music in the South when the war broke out. Without telling his father, he had enlisted in the Confederate Army.

The following morning, the heartbroken father asked that his son be given a full military burial despite his enemy status. His request was partially granted - a funeral dirge by Army band members was denied. Out of respect for the father he was allowed one musician. The captain chose a bugler. He asked the bugler to play a series of musical notes he had found on a piece of paper in the pocket of his son's uniform.

This wish was granted. That music was the haunting bugle melody we know as "TAPS," used at all military funerals.

Richard L. Adams
P.O. Box 358
Winter Harbor, ME 04693-0358

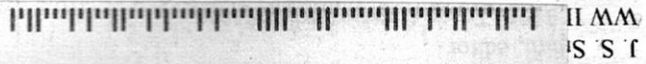
DETAILS INSIDE

SEPTEMBER REUNION

ADDRESS SERVICE REQUESTED

Postage Paid
St. Petersburg, FL
Permit #1814

1967 Iowa Ave NE
St. Petersburg, FL 33703



J. S. S.

ADAMS SR
3635 WHITEHALL DR APT 303
WEST PALM BEACH FL 33401-1052

ADAMS58 7046932030 3A97 05 03/25/98



ONE WAY OR ANOTHER,
I'M GETTING TO COLORADO SPRINGS

RADISSON INN COLORADO SPRINGS NORTH
COLORADO SPRINGS, CO

719-598-5770

1998

HOTEL RESERVATIONS

Call 1-800-333-3333. This is the Radisson Worldwide reservation line, so first you must request to make a reservation at the Radisson Inn Colorado Springs North. Next, identify yourself as a member of the 315th Troop Carrier Group in order to obtain \$85 plus tax (single or double occupancy). Reservations can also be made directly to the hotel by calling 1-719-598-5770 ext. 305. Be sure to ask for a confirmation number. Reservations must be made on or before August 9, 1998.

HOTEL LOCATION

The Radisson Inn Colorado Springs North is located at 8110 North Academy Boulevard, Colorado Springs, CO 80920. The hotel is situated at I-25 and North Academy Boulevard. The Chapel Hills Mall is just across the street. Several restaurants are within walking distance.

Directions if driving:

-Traveling north or south on I-25, take Exit 150. Go south on Academy Boulevard and the hotel will be on the right.

HOTEL EXTRAS

All of the Radisson's guest rooms feature coffee makers with complimentary coffee, a hair dryer, and an iron/ironing board. The hotel also has a heated indoor pool, sauna, outdoor hot tub, and a fitness room. The hotel Atrium features splashing fountains, tropical plants, and a great place to relax.

Handicapped accessible and non-smoking rooms are subject to availability. Please request these special accommodations when making your hotel reservation. Parking is complimentary and there are spaces to park RVs in the hotel parking lot. Check in time is 4pm; check out is 12noon.

Dining facilities on site:

- The Garden Terrace is a full service restaurant. Hours are 6:30am-10pm.
- The Atrium Lounge is open - 6:30am-10pm.
- Room service is available 6:30am-10pm.

Many fast food restaurants (McDonalds, Burger King) as well as other restaurants are nearby.

AIRPORT SHUTTLE

The Radisson Inn Colorado Springs offers complimentary transportation from the Colorado Springs Airport. Once you arrive at the baggage claim area, call the hotel immediately to request their airport shuttle. Since the Radisson is located 15 miles north of the airport, it may take up to 90 minutes for the shuttle to arrive. Taxi service is also available for approximately \$35 one way.

NEARBY RV PARK

Should you need full hookup service for your RV, call the Garden of Gods Campground at (719) 475-9450 for information, directions, and reservations. The campground is approximately 20 minutes from the Radisson.

WHEELCHAIRS

MaxMed at (719) 593-0911 rents standard wheelchairs and has oxygen. With advance notice, they will deliver at no charge to the Radisson. Currently, rates are \$10/day or \$30/week for wheelchairs. They are located within minutes of the hotel.

315th TROOP CARRIER GROUP
RADISSON INN COLORADO SPRINGS NORTH, COLORADO SPRINGS, CO
SEPTEMBER 9 - 13, 1998

WEDNESDAY, SEPTEMBER 9

- 3:00 Arrival and Registration until 7pm. Hospitality Room open.
Evening on your own.

THURSDAY, SEPTEMBER 10

- 3:00 Registration continues until 5pm.
5:30 Board bus for the Flying W Ranch. Browse around the authentic old western town with twenty-four different museums and gift shops.
6:45 Round'em up for a real Chuckwagon Dinner at the Ranch. The wranglers dish up a delicious supper of BBQ beef, baked potatoes, famous Flying W beans, applesauce, dutch-oven biscuits, spice cake, and coffee. Alcoholic beverages are not available.
8:00 After supper sit back and enjoy a root-en toot-en stage show with real cowboys singing old songs of the West.
9:00 Reboard bus to return to the hotel by 9:30pm.
\$30/Person includes bus, escort, and dinner show.

FRIDAY, SEPTEMBER 11

- 9:00 Board bus for the Air Force Academy. First stop will be the cemetery, where a special ceremony is planned at the site of the 315th Troop Carrier Group plaque.
10:00 Tour the Academy Visitor Center, with exhibits on cadet life and academy history, a theater, and gift shop.
10:45 Reboard bus for a visit to the Cadet Chapel. See the Protestant and Catholic sections of the Chapel.
11:20 Gather on the steps of the Chapel to witness the daily meal formation of the cadets.
12:15 Enjoy a deli-style buffet at Doolittle Hall. Menu will include turkey breast, ham, and roast beef with all the accompaniments for making a perfect sandwich. Potato salad, fresh fruit, soda, and a cookie will round out the meal.
1:30 Reboard bus to return to the hotel by 1:45pm.
\$35/Person includes bus, guide, and lunch.
4:00 Board of Directors meeting until 5:30pm.

SATURDAY, SEPTEMBER 12

- 9:30 Business meeting until 11am.
9:00 Board bus and proceed to Garden of the Gods, a 1,350 acre park with magnificent redstone formations that date back 300 million years. Stop for a photo opportunity at the Trading Post, where the finest in authentic Indian arts, crafts, and jewelry are featured.
10:30 Reboard bus for Chapel Hills Mall. Enjoy free time for lunch on your own and shopping. With 140 stores, you're sure to find the right keepsake.
12:45 Reboard bus to return to the hotel by 1pm.
\$18/Person includes bus and guide. Lunch is not included.
6:00 Cash bar until 7pm.
7:00 Banquet dinner is served, followed by dancing.

SUNDAY, SEPTEMBER 13

- 9:30 Board bus for the Royal Gorge Bridge, the world's highest suspension bridge.
10:30 Arrive at Royal Gorge where you can soar with the eagles at this birds-eye view of the canyon. Aboard the Aerial Tram you'll glide more than 1,200 feet above the Arkansas River. Or maybe you'd like a closer look...take the world's steepest incline railway to the bottom of the Royal Gorge, where you may see whitewater rafters shooting the rapids or catch sight of a train as it thunders through the narrow canyon. Enjoy lunch on your own in one of several restaurants and free time to shop. Be sure to catch the show at Plaza Theatre, featuring a twenty-one minute multi-media presentation that takes the visitor on a sight and sound journey through time from the creation of the universe to the formation of the Royal Gorge and the construction of the bridge.
1:30 Reboard bus to return to the hotel by 2:30pm.
\$27/Person includes bus, guide, and admission. Lunch is not included.
Farewells and departures.

Driver and guide gratuities are not included in the tour prices.

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount *payable to ARMED FORCES REUNIONS* in the form of check or money order (no credit cards or phone reservations accepted). All registration forms and payments must be received by mail on or before August 10, 1998. After that date, reservations will be accepted on a space available basis.

Armed Forces Reunions, Inc.
P.O. Box 11327
Norfolk, VA 23517
ATTN: 315th Troop Carrier Group

OFFICE USE ONLY

Check Number _____

Date Received _____

CUT-OFF DATE IS AUGUST 10, 1998

Reunion Package includes Saturday Banquet, Fees, Entertainment, and Administrative Expenses.

Please indicate your Saturday Banquet Choice:

	PRICE PER	x	NO. OF PEOPLE	=	AMOUNT
Prime Rib	\$39	x	_____	=	_____
Chicken Cordon Bleu	\$39	x	_____	=	_____
THURSDAY Flying W Ranch.	\$30	x	_____	=	_____
FRIDAY Air Force Academy	\$35	x	_____	=	_____
SATURDAY Ladies Tour to Garden of the Gods/Chapel Hills Mall	\$18	x	_____	=	_____
SUNDAY Royal Gorge Bridge	\$27	x	_____	=	_____

TOTAL AMOUNT PAYABLE TO ARMED FORCES REUNIONS, INC. _____

PLEASE PRINT NAME (for nametags) _____

SQUADRON # _____ CHECK HERE IF THIS IS YOUR FIRST 315th REUNION. _____

SPOUSE & GUEST NAMES _____

STREET ADDRESS _____

CITY, ST, ZIP _____ PH. NUMBER (____) _____

DISABILITY/DIETARY RESTRICTIONS _____

EMERGENCY CONTACT _____ PH. NUMBER (____) _____

ARRIVAL DATE _____ DEPARTURE DATE _____

ARE YOU STAYING AT THE HOTEL? YES _____ NO _____

ARE YOU FLYING? _____ DRIVING? _____ RV? _____

FULL REFUNDS WILL BE SENT FOR THE ABOVE MENTIONED ACTIVITIES IF CANCELLATION IS RECEIVED BY 8/28/98 (Less a \$3 processing fee). AFTER THAT DATE, REFUND AMOUNT WILL DEPEND ON VENDOR POLICIES. PLEASE CALL (757) 625-6401 (9am-5pm EST). YOUR CANCELLED CHECK WILL SERVE AS YOUR CONFIRMATION.