



# 315th Newsletter

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## “CHAPPIE” HAS KEY ROLE IN D-Day MEMORIAL DEDICATION

The 315th's Evelyn “Chappie” Kowalchuk, former flight nurse and current Association Board member, was a speaker and proud presidential escort at the dedication the past June 6 of the D-Day Memorial at Bedford, Virginia. The Memorial honors those who participated in that momentous event 57 years ago.

In addition to the presence of many dignitaries and extensive national media coverage, thousands of others, including many World War II veterans, were there to honor those who were a part of Operation Overlord. Why Bedford? That small Virginia town, with a population of about 3200 at the time, lost 21 of their men in the first wave to hit Omaha Beach. It was the highest per-capita loss of any similar US community.

President George W. Bush dedicated the Memorial. One of his escorts was “Chappie”, honored for her long time volunteer work with the Memorial Foundation. As the President met the escorts and began shaking hands, when he came to “Chappie” she told him she was really a “hugger.” Which brought a hug from the President. Later, the President held her hand as they walked from the wreath laying ceremony to the visitor stands (*see photo, p. 10*). Before seating she got a Presidential kiss “on my right cheek” she proudly reports. Her son, Peter, when meeting the President, pointed out that “Chappie” was his mother. The President replied along the lines: she’s great, just like my mother, always telling me what to do.

Recounting the event in a lengthy e-mail, Mike Ingrisano, a D-Day veteran and Troop Carrier activist spoke of “this marvelous Memorial and the overall aura surrounding the dedication.” He told of the many readings by vets covering such Overlord aspects as the Airborne Assault, Aerial Bombardment, Sword Beach, Omaha, etc. which included “Chappie’s” reading pertaining to the evacuation nurses who arrived on the beaches to administer to the wounded and dying.

(*see “D-Day Memorial, page 10*)

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IT'S SAN DIEGO  
IN 2002

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

**OFFICIAL NOTICE BOARD**

**Message from the President:**

The 2002 Reunion in San Diego is in the planning stages and is scheduled for Thursday-Saturday, September 18-21 in San Diego at the Handlery hotel. Details are still being worked out by Armed Forces Reunions. However, don't make any non-refundable plans as nothing is signed as yet. I hope to have information on the hotel and tours available for the next issue. Dr. Oldson, a Florida State University professor who is developing an archive of personal World War II stories including the 315th, has been invited to be the speaker at the Saturday night banquet.

Many thanks are in order to the many members who have helped update the directory of our 315th veterans and family members. There is still work to be done to reestablish ties with those with whom we have lost contact. If you know of any member or interested family survivor who would like to be kept informed of 315th activities, please pass along this information to Bob Cloer, our indispensable recording secretary.

I plan to travel to Holland to represent the 315th at memorial services at Arnhem on September 19-14, 2001 and also intend to revisit our Spanhoe base site on the return trip. If anyone else is able to make the journey or, if anyone has a special message to deliver, I'd welcome being your courier.

I reluctantly am climbing aboard the "e-mail" bandwagon and expect to be online by mid-year. All 315th officers and board members will have my address when it's confirmed. All members are welcome to contact me by that means once it's in operation.

Richard T. Ford  
President

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

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Richard T. Ford, president Bernard C. Brown, vice president J. S. "Stan" Smith, editor*

**WHERE TO SEND STUFF**

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Newsletter Articles  
(true or false)  
J. S. Smith  
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St. Petersburg, FL 33703  
727 527-0587  
E-mail: JSStan@compuserve.com

Dues and Donations  
(Annual dues: \$20)  
Sanford Friedman  
2425 Buckhurst Dr.  
Cleveland, OH 44122  
216 464-1529

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*This is the second welcome appearance by Association President Dick Ford He returned to civilian life after WWII and an interrupted newspaper career. However, his previous fire fighting experience won out and - except for a hiatus during the Korean War - offered a successful career including the authoring of books and numerous technical articles. He stays active today as a consultant and advisor on fire and arson matters.*

## ANOTHER DAY AT THE OFFICE

*by Dick Ford*

General Patton's tanks were always running out of gas and we provided on-call airborne delivery service. His demands didn't always provide ideal refueling arrangements, but we always delivered. However, one delivery remains a particularly vivid memory.

This incident occurred in early 1945 with the 315th ferrying fuel to a muddy sod strip at Epernay, south of Rheims, as Patton's troops were racing across western Germany after unlocking the Rhine to the allied advance. Deteriorating weather turned sour with a solid deck of low clouds as we approached a narrow valley beside a mountain ridgeline, which paralleled our travel route. Our 310th ten-ship formation was forced to tighten up as we began flying into the clouds. I was flying number three position of number three flight. *(You might say I was out in left field.)* Lt. L. M. Smith was flying in the diamond position behind our element.

With my eyes glued to the flight lead, the red lights of a radio tower on the ridge flashed past our left wing tip less than 20 feet away. My co-pilot noticed them too and asked, "What was that?" I simply replied, "Radio Towers" without elaborating. However, Lt. Smith saw the tower lights too and went skyward to get above the cloud layer. I was familiar with this tower from previous flights and knew it was only a few hundred feet above the valley floor. I surmised group lead was at the base of the clouds threading his way along the valley. The airstrip was only a few miles ahead.

We broke out in the clear approaching the airfield and began peeling off to the right to enter our final approach. The far end of the field was already crowded with stopped aircraft waiting for landing to end before moving to a parking area to have the 5-gallon jerry cans of gasoline off-loaded. At

touchdown, wheels created plumes of muddy water behind the main gear and the planes simply slithered down the muddy track to coast to a halt. I chose to land on the grassy turf a couple of wing spans to the left of the normal landing track to avoid the mud bath and to stay clear of the planes ahead. We had a short landing roll, and, as we were coming to a stop about two-thirds of the way down the field, I pivoted the aircraft around to face the normal landing area.

I checked for incoming aircraft and was about to taxi down the field to the other planes when I saw another C-47 on the final approach. At touch down the landing roll began angling into a fence line across the landing field, but still in the muddy area. In order to avoid hitting the fence, he applied full power to the right engine and sustained it long enough to add forward speed to swing the plane away from the fence, but overcorrected to careen diagonally across the mud strip directly toward my aircraft. He was out of options, because of the speed of the landing roll and I didn't have time to move my plane out of his way.

Just as I realized we were going to get hit I identified the other pilot as Lt. Smith, who had been flying diamond. I flipped the master switch and hollered for everybody to get out fast. Moments later the tip section of his left wing slid under my right wing and ripped into the oil cooler underneath. His plane passed on by with minor further damage. The other aircrews witnessing the incident said we were out the cargo door and had cleared the plane before the sound of the impact reached them. However, we did deliver the gas.

The story doesn't end there. After deadheading back to base, I was told that I had been ordered to go back with the repair crew and stay there until I could fly it home.

*(see "Office", page 8)*

Discharged in 1945, Thomas Carter returned to his pre-war job as a plumber. Later, he worked for the Noland Co. a plumbing, heating and air conditioning wholesaler before retiring in 1989 after 40 years service. Today he stays busy with his wood carving and wood working hobbies plus the making of wood ballpoint pens. Married for 53 years the Carters have one daughter and two grandchildren. He says, "I often think of my old 315th and POW days, both good and bad."

## SHOOT DOWN AND CAPTURE

by Thomas N. Carter

I was in the 34th and shot down and captured on Sunday, September 17, 1944 from Capt. Bohannon's plane. All the airborne troops and myself were captured within a couple of hours after we got on the ground. All the troopers were burned on the face and hands from falling through the bottom of the aircraft. Since I was standing at the door (as the Crew Chief should) I was not burned and was able to jump out. But the rest of the crew was trapped because the fire was behind them.

I was interrogated at Dulag Luft and sent to Stalag Luft IV until approximately February 15, 1945. We were evacuated to Stalag Luft I at Barth, Germany on the Baltic Sea.

The Germans left our camp April 30, 1945. We were flown out of the Barth airfield on B-17s about 10 days later to a processing center.

We were on a train from the processing center, going to Camp Lucky Strike. We were stopped one day when there was another train next to us that I thought might be Air Force personnel. I asked what outfit they were in and to my surprise it was the 315th TCG. I asked for the 34th and was told it was down the track. This happened three or four times, finally I was spotted by some of the 34th and reunited with some of my buddies until my train started to pull away and I had to leave. They said they were going to Trinidad and I said I was going home. We left Le Harve on the USS General Butner and arrived Hampton Roads, VA seven days later.

*(Note: If any of my buddies remember this I would like to hear from them. I just finished a book "When the Airlines Went to War" by Robert J. Serling. It tells about the bases at which we landed when going from the USA to England. I went over with 2nd Lt Krueger on the southern route in May 1944)*

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J. W. Way flew out of Puerto Rico on the Green Project until the end of WW II. Opting for an Air Force career he was an ATC line pilot in the US before a return to Europe to head the Commanding General's flight crew. Back in the States after four years he was a Bolling AFB IP, meanwhile earning a Bachelor's degree leading to ROTC duty and a Master's in Business and Public Administration. A tour in Japan flying B-50s followed with his final station March AFB as Chief of Intelligence, 22nd Bomb Wing. After retirement he was a teacher, then Counselor and on to School Psychologist. He lost his wife in 1980, later remarried and says he is "blessed" to be the father of one daughter, 3 grand children, two step-grandchildren and 14 great grand children (natural and step).

## CROSSING THE RHINE.....barely

by J. W. Way

It is amazing to think back to the crossing of the Rhine River all those years ago and to think that my crew and I were lucky -- almost to the point of being unbelievable.

Flying on then Lt Col Brinson's right wing and having just dropped our Paratroopers and released our pods, I glanced out of the right window to see another C-47 turning into us on a collision course, with the pilot looking back into the cabin. I knew that if I pulled up or descended, we would be going directly into the flak and thinking that our chances were better by descending I went into a relatively steep dive.

Whoops, wrong decision! All hell broke loose - we were hit several times. It didn't take many seconds to realize that we were approaching the ground and headed directly at a machine gun position and they were firing at the right engine (or at least that's what the tracers told me). I dove directly at the gun position and the gunner dove for ground.

While crossing the Rhine the engineer came forward and told me that the left engine was on fire or that we were losing our oil because there was a lot of smoke coming from it. My response was that the engine was not going to be shut down until we were west of the river. After reaching the west bank and pulling up to about 200 feet above the ground, we shut the left engine down with the temp gauge well into the red zone.

(continued on next page)



Then, while getting set up for single engine flight, the engineer came forward again and said that he believed that the right engine was close to being on fire (sparks and smoke.) On checking the instrument panel, I noticed that the temp gauge for the right engine was well into the red (well above 265 degrees centigrade) and being over very level ground, I turned to the south into the slight wind and put the airplane on the ground without incident even though we were in a MINE FIELD.

A few Army Engineers saw and got us out without any casualties.

*(If you want to hear the rest of the story, come to San Diego to our next reunion and ask me about it: it is too embarrassing to put in print.)*

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Following are extracts from an article by Col. John Waddy OBE, OCB Company, 156 Bn included in the November, 2000 Newsletter of the "Arnhem 1944 Veterans Club"

## LESSONS FROM ARNHEM

"This article does not pretend to set out in detail all the lessons of Operation Market, but rather is confined to outlining some of the errors in planning the Flight and Landing phases; errors which contributed to the overall lack of complete success.

The airborne force, of some 35,000 troops, was from the start at a serious disadvantage in that there were insufficient aircraft to land the Allied Airborne Corps in one lift; three would be needed, this depriving them of two vital maxims of war - Surprise and Concentration of Effort. This was further exacerbated by the ruling of U. S. General Brereton, Commander Allied Airborne Army, that only one lift per day could be flown, with the stated reason of aircrew fatigue and turn around time to refuel and repair damage. To be fair, the weather in autumn might restrict daylight flying hours, which would result in a night, or part-night, second lift on the first day.

The USAAF aircrews anyway were not sufficiently trained for night operations and the Luftwaffe still retained effective night fighter capability.

The RAF Commanders for the Arnhem bound aircraft pointed out that the RAF aircrews, being Bomber Command experienced, were capable of night operations, and therefore could fly in a second lift on the first day if necessary after dark. This could have brought in two further parachute brigades with some support units, and their extra punch would have enabled 1st Airborne Division to hold the Arnhem bridges in strength. This proposal was turned down by the U. S. General.

Next it was the turn of the RAF Commander to place the Division at even greater disadvantage. He would not allow landings by parachute or glider close to the bridges, because there had been reports the enemy flak defences at Arnhem, and Deelen just to the north, were heavy.

The information was wrong, which should have been apparent from air photo reconnaissance. Anyway, any guns could have been suppressed by the massive fighter escort.

Glider landings south of the Rhine would be hazardous because the soft polder land but would not present much risk to parachutists. The Glider Pilot Regiment Brigadier volunteered to fly in a coup-d-main attack onto the flat fields by the road and rail bridges, but this was refused, although the gliders could have been flown in at higher altitude and released several miles west of Arnhem to avoid the flak.

This, the Air Plan, devised mainly by Air Force planners, seriously restricted from the start the chances of success."

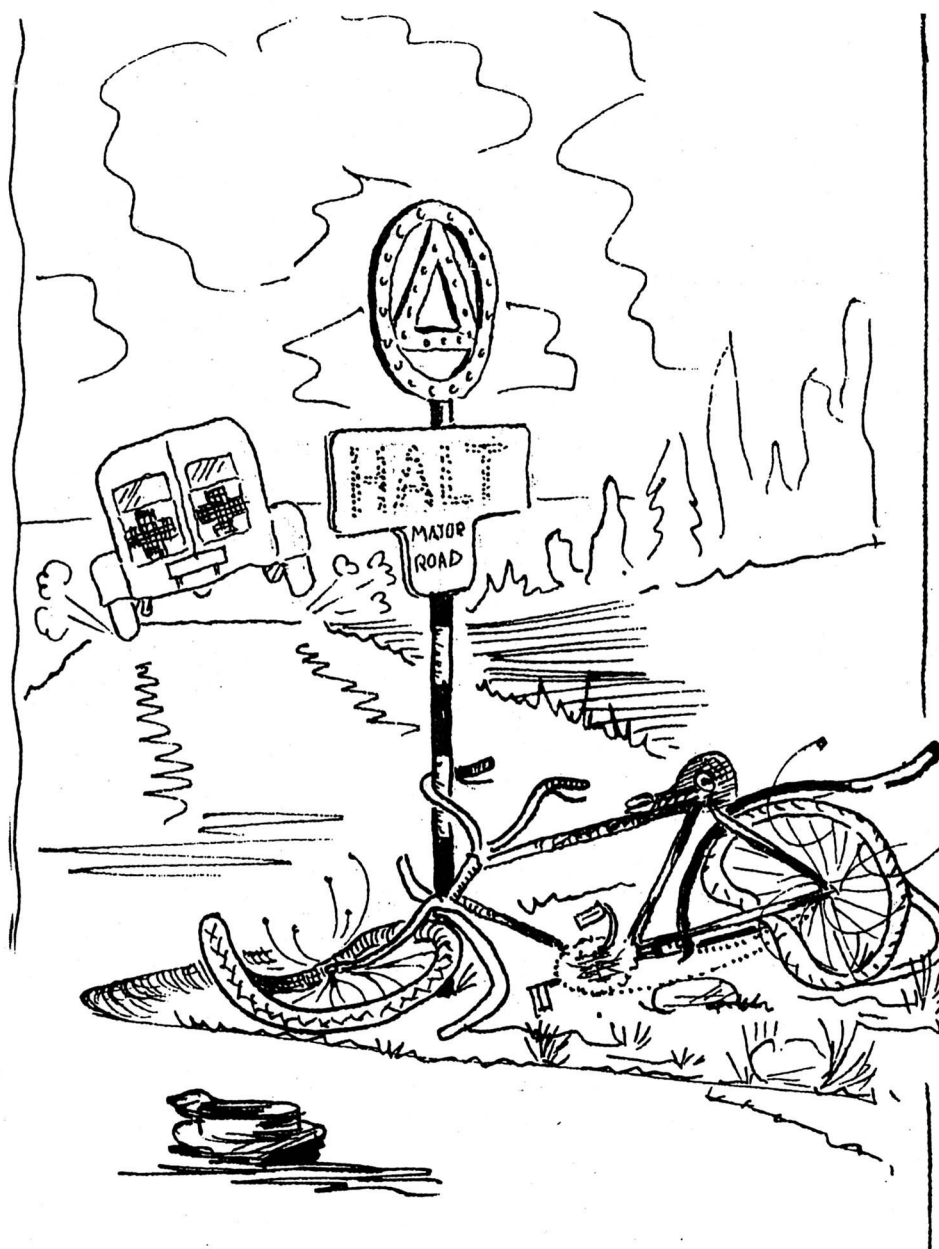
(editor's note: the above extracts pertain only to the Flight phase of Market Garden. The article itself also includes an analysis of errors in the ground action.)

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*(from the editor)*

### WE'RE LOOKING FOR

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



"HITLER'S REAL SECRET WEAPON."



Sketch and photos courtesy of George N. Doll



## NOTAMS

(Notices to Airmen)

**JOIN THE 315th FAMILY:** The Association has extended a join-up welcome to spouses, sons, daughters, siblings and grandchildren of both current members and those former members for whom taps have been sounded. Send the names to Doc Cloer and they'll be added to the mailing list and will receive the *Newsletter*. No dues, but donations welcome.

**CAPS GO OVERSEAS:** At the Dayton reunion the Association directed that 315th caps be sent to a number of overseas individuals with our appreciation for what they have already done and continue to do in honoring the Group's contribution during WW II. They are: Brandon White, Dave Benfield, Carl and Julie Tyler, Father Thuring, Jan Bos and A. W. Winkler-koert.

**THANKS FROM FRANCE:** The VA has announced that the French Government will be presenting a "Thank-You-America Certificate" to World War II veterans for their participation in the liberation of France. The certificates will be given at sites and in ceremonies to be arranged by French authorities. The certificates express the gratitude of the French people to those who participated in the Normandy landing and liberation of France. To be eligible a veteran must have served in French territory, in French territorial waters, or in French airspace between June 6, 1944 and May 8, 1945. The application form is on the Embassy of France Web page [www.info-france-usa.org/](http://www.info-france-usa.org/) or may be obtained from a French Consulate or from local veterans organization. The completed application should be sent to the French Consulate of jurisdiction for the veteran's place of residence. A jurisdictional listing is available on the web page. Veterans are being asked to submit proof of service in France along with the application. A statement of service indicating the veteran served in France, between the dates indicated above, from the VA, the State Director of Veterans Affairs, or a Veterans Service organization will be acceptable.

**310th LIVES AGAIN:** The 310th Squadron has been reactivated and back in the airlift business, this time at Mac Dill AFB, Florida. The squadron will be ferrying Air Force commanders worldwide in Gulfstream V jets, designated C-37s by the Air Force. The jets are due to arrive this summer when operations begin. The Squadron will be a part of the 6th Air Mobility Wing and its 91st Air Refueling Squadron equipped with KC-135s. The 310th has been identified in the Tampa Bay press as earning decorations in World War II, Vietnam and the invasion of Panama. The squadron commander is Lt. Col. Eden Murrie.

**AMERICAN THEATER CAMPAIGN:** The *Official Historical Record of the 315th Troop Carrier Group During World War II* credits the group with participation in the American Theater campaign. Heading overseas in November, 1942 the Group, then consisting of Hdqs plus the 34th and 43rd squadrons, while waiting out poor weather in Greenland, searched for missing aircraft and dropped supplies to crews. President Dick Ford confirmed this campaign participation while doing research for the Group's plaque to be placed at the Air Force Museum. (*note: the Campaign has been added to those listed on the Official Notice Board, p. 2*)

**TOM BROKAW COLLECTION:** With the 1998 publication of his best-selling book, *The Greatest Generation*, Tom Brokaw encouraged thousands of World War II veterans and civilians to share their memories of the war era. His office was flooded with over 5,000 letters and photographs. Many were used in a subsequent book, *The Greatest Generation Speaks*, or his recently published *An Album of Memories: Personal Histories from the Greatest Generation*.

After completing the third book, Mr. Brokaw realized it was time that the letters and photographs be given a permanent home to be preserved for future generations. As their home he selected *The Institute on World War II & the Human Experience* at Florida State University, Tallahassee, Florida.

Symbolically, the collection in 44 boxes arrived June 6, 2001 and is the Institute's largest collection to date. Director Bill Oldson said, "These thousands of letters from those who served or their families are a wonderful and rich addition to our archives." The event was covered by local TV stations representing ABC and CBS along with other media. When the collection is fully accessioned, or processed, each individual or family who sent material to Mr. Brokaw will be identified and their material will be noted.

The Institute encourages any individual or family who sent items to Mr. Brokaw to send them any additional materials they may have. All materials will be preserved in an archival environment and will be cross-referenced with the TOM BROKAW COLLECTION. All collections will be open to the public for research. The Institute reports an already a tremendous increase in researcher visits.

*(The above is taken from reports by The Institute on World War II & the Human Experience. The 315th Association has recommended that members forward materials to the Institute which will contribute to their mission.)*

## TROOP CARRIER HISTORICAL SOCIETY ENVISIONED

A number of Troop Carrier activists are seeking to establish a Troop Carrier Historical Society and Archive. Their intent is to preserve "the proud accomplishments and record of the Troop Carrier Command of all theaters of WW II."

A survey sent out in early March 2001 asked recipients to indicate their support of such a Society. The responses came back "99% very positive," according to Randy Hils, one of the two who signed the survey letter. Both Hils, 440th TCG, and the second signer, Charles D. Young, 439th TCG, are 2nd generation family members within their respective TCGs.

Thirteen of those who responded agreed to serve as members of a Steering Committee whose task will be to propose a structure for the Society. The committee's recommended structure will be forwarded for a vote to all that responded to the initial survey. Among those who had previously agreed to serve on the Steering Committee were Milt Dank, author of *The Glider Gang*; Michael Ingrisano, Civil War historian and author of the soon to be published history of the 316th TCG; and Lewis Johnston, historian of the 61st TCSq.

Hils says the goal is to have the organization up and running in time for the reunion season. Related to the effort to create a Troop Carrier Historical Society a web site has been established at <http://www.aircareintl.org/troopcg.htm>. Other web sites, which may be of interest, are:

-for USAF retired: <http://www.afpc.randolph.af.mil/>  
-for flight nurses: <http://www.flightnurses.com>  
-the 80sTCSq has a site: <http://www.apci.net/~80tcs/>  
-a lengthy TCG manuscript is at <http://www.b-26marauderarchive.org/MS/MS1741/MS1741.htm>  
(editor's note: interested 315th Association members can contact Hils thru e-mail at [cpths70@aol.com](mailto:cpths70@aol.com) or write: Randy Hils, 3080 Whirlaway Trail, Tallahassee, FL 32308)

(Jake Wilson, at our request, sent in the information on which this article is based.)

## LOVE THOSE DC-3s

We've found still another example of how those lovely birds just keep going, and going and going.

In Alaska, ERA Classic Airlines has turned back time with two elegantly restored DC-3s. Climb aboard (*sure, you have to pay*) and sink into nostalgia. You'll be pampered by a hostess clad in a '40s period uniform, bask in the soothing sounds of big band music, thumb through original 1940s vintage magazines and all the while viewing such Alaska beauty spots as Mt. McKinley, Prince William Sound, Knic Glacier, and others. (*at least that's what the brochures promise*)

But what about the birds themselves? One is the "Spirit of Alaska" and began its career as a military transport in October 1944 and has been flying businessmen and tourists ever since. The second is the "Spirit of the North" and records say it was delivered to the 8th Air Force on January 7, 1944 and most probably was involved in the D-Day invasion.

The engines: Pratt & Whitney 1350 hp, 14 cylinder, R-1830-94, twin Wasps with Hamilton Standard full-feathering three-bladed props.

Anxious to know more? Try <http://www.eraaviation.com>.

\*\*\*\*

("Office")

Having time to kill while the crew was at work, I looked for a warmer shelter to spend the night than the wing of the C-47 and settled on an old chateau nearby. It didn't provide much comfort but was great place to explore and in the basement I found a trove of German manuals, some of which I later found out were instruction books on making explosive devices and booby traps. If any Nazi ever practiced the art inside the building I never found out.

Making the repairs in two days on an open field in the bitter winter cold is a tribute to the skill, talents and tenacity of the crew chief and his assistant. After flying the plane home, I still had to face a Board of Inquiry over the accident. At least, Patton got his gas while I got only a part of it.

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# OFF THE GRAPEVINE

(AND OTHER QUESTIONABLE SOURCES)

## LOOKING FOR MR. RIGHT

(from St. Petersburg Times "Connections")

"Old broad, 70, seeks old geezer, preferably still breathing, to share good times before the home finds were missing. NS, social drinker."

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## ANY CHALLENGERS?

Morris Barber, 43rd Sq., who lives in St. Clair, MO believes he is the oldest surviving member of the wartime 315th. He was born on 4 September 1911, making him 89 years old.

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## PHOTOS

Jan Bos wants photos, any kind, of C-47s and DC-3s. He asks readers to check local airfields and if they find DC-3s in use let Jan know and he'll follow up. His address: Dukaatstraat 5 Nijmegen, Holland 6532 RE.

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## DILBERT'S WORDS OF WISDOM

- I can please only one person per day. Today is not your day. Tomorrow's not looking good either.
- Accept that some days you're the pigeon, and some days you're the statue.
- Needing someone is like needing a parachute; if he isn't there the first time you need him, chances are you won't be needing him again.
- I don't have an attitude problem. You have a perception problem.

\*\*\*\*

## STUCK

During training exercises, the lieutenant driving down a muddy back road encountered another car stuck in the mud with a red-faced colonel at the wheel. "Your jeep stuck, sir?" asked the lieutenant as he pulled alongside. "Nope," replied the colonel, coming over, handing him the keys, "Yours is."

\*\*\*\*

## MORE BON MOTS

(thanks to Leonard Zurokov)

- The most dangerous of all falsehoods is a slightly distorted truth. (G. C. Lichtenberg)
- It is better to suffer wrong than to do it, and happier to be sometimes cheated than not to trust. (Samuel Johnson)
- Custom will reconcile people to any atrocity. (Shaw)
- The opinion of 10,000 men is of no value if none of them knows anything about the subject. (Marcus Aurelius)
- Wise man talk because they have something to say; fools because they have to say something. (Plato)
- It is only the wisest and the stupidest that cannot change. (Confucius)

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## COME ON!!

(Aubrey Ross says this was given to him as a true story.)

A friend was flying from San Francisco to Los Angeles. Unexpectedly, the plane stopped in Sacramento on the way. The flight attendant explained that there will be a delay, and if we wanted to get off the aircraft, we would reboard in 30 minutes. Everybody got off the plane except one gentleman who was blind. I notice him, as I walked by and could tell he had flown before because his Seeing Eye dog lay quietly underneath the seats in front of him through the entire flight. I could also tell he had flown this very flight before because the pilot approached him and, calling him by name, said, "Keith, we're in Sacramento for almost an hour. Would you like to get off and stretch your legs?" Keith replied, "No thanks, but my dog would like to stretch his legs."

Picture this....all the people in the gate area came to a complete standstill, when they looked up and saw the pilot walk off the plane with the seeing eye dog! The pilot was even wearing sunglasses. People scattered. They not only tried to change planes, they also were trying to change airlines."

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## LEGAL STUFF

(from the Internet) Things people actually said in court, word for word, taken down and now published by court reporters.

Q: What is your date of birth?

A: July fifteenth.

Q; What year?

A: Every year.

+++++

Q: What gear were you in at the moment of the impact?

A: Gucci sweats and Reeboks.

+++++

Q: This myasthenia gravis, does it affect your memory at all?

A: Yes.

Q: And in what ways does it affect your memory?

A: I forget.

Q You forget. Can you give us an example of something that you've forgotten?

+++++

Q: What was the first thing your husband said to you when he woke that morning?

A: He said, "Where am I, Cathy?"

Q: And why did that upset you?

A: My name is Susan.

+++++

Q: And where was the location of the accident?

A: Approximately milepost 499.

Q: And where is milepost 499?

A: Probably between milepost 498 and 500.

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*(D-Day memorial)*

The Memorial was started in 1997 and is situated on 88 acres atop Bedford's highest hill offering a panoramic view of Virginia countryside. A 44 foot granite arch bearing the word "Overlord" is sited within Victory Plaza, one of the monument's three, large circular areas. Flags from the twelve Overlord participating nations are on display along with statuary recognizing the various service branches.

A 33,000 square feet Education Center is planned. Its purpose is to provide programs, projects and exhibits that preserve, and interpret the history and lessons of D-Day. Envisioned in the Center's future are scholarly conferences, academic seminars and, in time, the hosting of resident and visiting scholars and researchers.

Eventually, a "Memorial Wall" will become a part of the overall complex. On it will be inscribed the names of all military personnel from the Allied Armed Forces who died on D-Day. The Foundation recognizes such a list will never be 100% complete but is striving to be as accurate as possible. Also, in addition to the "Memorial Wall," a database is being created with the names of all others that participated in the invasion - those who died in the war years after June 6th, those who have died since, and those who are still living. D-Day participants or families and friends of such are urged to register by contacting National D-Day Memorial Foundation, Attention: Carol Tuckwiller, 202 East Main St., P.O. Box 77, Bedford, VA, 24523.

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Following are the quotes "Chappie" read from two nurses (both deceased) as to their effort in Normandy.

"Grace G. Peterson, US Army, Eighth Field Hospital.

Utah

*....Right after D-Day in June 1944 we were sent to France and landed on Utah Beach. When people argue about women being in combat, I think how silly they are, because we already were. In France we had 88 mm artillery flying right over our heads. It was unsettling to hear the 88s, but we figured this was what war was like.*

*....Our first destination wasn't really captured by the Americans for about a month after we landed, so we moved several times.*

Mary Ferrell, US Army

Utah

*I'd like people to know how much I admired those boys. I would never have believed what they could take. It was the army nurse's privilege to give the best nursing care possible to the sick and wounded soldiers. The words of a badly wounded man as he looked at you giving him plasma were thanks enough for us all."*



*President Bush and "Chappie" walk together during the dedication of the D-Day Memorial.*

## TAPS

WITH DEEP REGRET THE ASSOCIATION  
RECORDS THE LOSS OF THESE COMRADES  
AND EXTENDS OUR SINCERE SYMPATHY TO  
THEIR LOVED ONES

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

Arthur P. Grant	34th Sq	unk
Marlyn W. Krueger	34th Sq	Feb, 2000
Joseph G. Terebessy	34th Sq	Feb, 2001
Robert B. Toothaker	34th Sq	Feb, 2001
Bernard Coggins	43rd Sq	May, 2001
Robert W. Drew	43rd Sq	Aug, 1982
Hobart F. Earp	43rd Sq	unk
William A. Kulik	43rd Sq	Sept. 1997
Robert E. Hess	309th Sq	1992
Edward Delavega	310th Sq	unk
Fred J. Drysdale	310th Sq	Mar 2001

## DONATIONS

The Association gratefully accepts donations whether in memory of former comrades or in support of the Association. Families are notified when appropriate. Donations have been received *(since publication of the March, 2001 Newsletter)* from the following

- Robert Lucas, USN ret.
- George Waldron
- Mr. and Mrs. Dave Maytum
- Sandy Friedman
- Irv Sternoff
- Jack Alexander

Given in memory of: Bernie Coggins  
and those for whom taps have sounded.

## FROM THE MAIL ROOM

Jane E. Toothaker writes of her father, Robert B. Toothaker Sr: *".....My father was extremely proud of his service during WW II. Thank you for the pleasure he received from your newsletter and the correspondence he received from some of his fellow veterans. I miss him terribly, but know he is meeting with some of his fellow brave soldiers on the other side....."*

Member Roger Lueck writes: *"I still receive a birthday card from an English family that took me in during my visits to Kettering. Sleeping on a feather bed was a real treat."*

\*\*\*\*

J. W. Way says: *if you want to hear the "rest of the story" about his Crossing the Rhine.....barely (see page 4) you'll have to show up next year at the San Diego reunion*

Father Thuring writes after receipt of his 315th cap: *" ....my very special feelings of thanks towards your Association, for honoring me with this sign of friendship and your appreciation for our small part in preserving history and compiling the 315th Honor Roll...."*

Barbara Barr, daughter of Dick Mudge, writes: *... "Dad is now in a nursing home as his is wife, my mother....Dad was a very proud veteran and I know in his own way he still is...."*

John Stevenson writes from Leicester: *"We have an aeroplane at Spanhoe from the Eastern Block. A Russian Antonov, the biggest bi-plane in the world.....we fly (to a restaurant) for Sunday lunch and a drink or two.."*

J. S. Smith, editor  
WW II 315th Troop Carrier Group Assoc.  
1967 Iowa Ave NE  
St. Petersburg, FL 33703

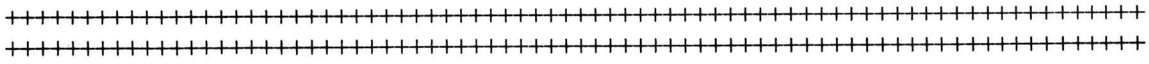
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**THE GATHERING  
....SAN DIEGO....2002**



**RESPECTFULLY DEDICATED TO OUR COMRADES  
WHO GAVE THEIR LIVES DURING WORLD WAR II  
WHILE SERVING WITH THE**

**315th TROOP CARRIER GROUP**

**HDQTRS., 34th, 43rd, 309th, 310th Sqdns.**

**CAMPAIGNS**

**American Theater, Sicily, Normandy,  
Naples-Foggia, Northern France,  
Rhineland, Central Europe**

**WWII 315th Troop Carrier Group Association**



*Opposite is a photocopy of the approved art work of the 315th Association plaque for the USAF Museum at Dayton, Ohio. The plaque is now completed and ready for placement. Members living nearby are urged to try to represent the 315th at the official ceremony to be held later this year. Those local members will be advised when the date is confirmed. The date will also be announced via e-mail.*

