



315th Newsletter

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

315th CONTINUES AS PART OF TODAY'S AIR FORCE

Volume 20, Issue 2

July 1999

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*PUT DAYTON
IN YOUR FUTURE*

A direct descendant of the 315th Troop Carrier Group - born on February 17, 1942 at Olmstead Field, Middleton, PA as a Transport Group - lives today at Charleston AFB as the 315th Airlift Wing. A USAF Reserve unit they fly the McDonnell Douglas C-17 Globemaster III, the Air Force's most modern airlifter. They carry on a long, proud 315th heritage which began during World War II and continued through Korea and Vietnam in various unit designations.

The original 315th TCG, of which you were a part, was inactivated in July, 1945. World War II service included, among many other awards, the Distinguished Unit Citation for its role in the Normandy invasion.

In response to the Korean conflict, in May, 1952, came the announcement the 315th Troop Carrier Group, Medium, was to be activated. Elements of the Group flew out of Japanese and Korean bases. Following that conflict came another inactivation until November 1962 as Vietnam heated up. Along with another name change, the 315th Troop Carrier Group, Assault was activated. This organization exercised control over USAF airlift resources in Vietnam. Several redesignations followed, all carrying the 315th number. They included: Air Commando Wing, Special Operations Wing and Tactical Airlift Wing until inactivation in March 1972. On July 1, 1973 the 315th Military Airlift Wing (Associate) was activated in the Air Force Reserve. On February 1, 1992 the 315th MAW was redesignated as today's 315th Airlift Wing.

During its long history the 315th has amassed numerous honors: four campaign service streamers, three National Defense Service streamers, one Armed forces Expeditionary service streamer, 24 campaign streamers, one Distinguished Unit Citation, two Presidential Unit Citations, the World War II Victory medal, the Republic of Korea Presidential Unit Citations, three Republic of Vietnam Crosses with palms, and ten Air Force Outstanding Unit Awards, six with "V" for valor device.

And the heritage continues today with Charleston's 315th Airlift Wing involved as a part of USAF forces supporting the Kosovo operation.

315th TROOP CARRIER GROUP ASSOCIATION

Olmsted, Florence, Aldermaston, Blida, Spanhoe, Amiens

OFFICIAL NOTICE BOARD

Message from the President:

For my first report on our next Reunion for the Year 2000, I have just returned from a trip to Dayton where a personal inspection of the hotel was made by Sandy Friedman and me. Armed Forces Reunion (AFR) suggested the hotel and made the necessary arrangements for us to meet with the Sales Manager of the hotel. The hotel is quite suitable for our use and for the accommodation of any of our Members who may require special consideration. The best rates that are available have determined that the dates of our Reunion will be August 24-29, inclusive. You may wish to reserve that period even though it is about 15 months in the future.

For the benefit of those who may have overlooked the possibility of obtaining a new 315th hat, allow me to call to your attention that our Treasurer, Sandy Friedman, has ordered a hat which you will be proud to wear anywhere and especially at our Reunions. You may order the hat directly from Sandy for \$15.00 each. He has done an outstanding job not only on the hats, but also in promoting the 315th in a manner that can be described as remarkable.

With best wishes to all for a pleasant summer, I remain sincerely,

Ray M. Schwartz,
President

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

*Newsletter of the WWII 315th Troop Carrier Group Association
Ray M. Schwartz, president Richard T. Ford, vice president J. S. "Stan" Smith, editor*

WHERE TO SEND STUFF

<u>Address Information</u>	<u>Newsletter Articles</u>	<u>Dues and Donations</u>
(changes, deaths, new members, drop from mailings, etc.)	(true or false)	(Annual dues: \$20)
Robert L. Cloer	J. S. Smith	Sanford Friedman
1417 Valley View Dr.	1967 Iowa Ave NE	2425 Buckhurst Dr.
Yuba City, CA 95993	St. Petersburg, FL 33703	Cleveland, OH 44122
530 674-3681	727 527-0587	216 464-1529
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Want to know what a topkick hears and sees? William S. "Bill" Nagle was present at the birth of the 315th Transport Group, later Troop Carrier. As a 20-year old corporal he became First Sergeant and remained so during the WW II life span of the 315th.

CHAPTER #1, WE START

by "Bill" Nagle

On September 10, 1940 I reported for duty with the 6th Transport Squadron, US Army Air Corps at Olmsted Field, Middletown, PA. In those days you went from recruiting station to unit of assignment. The Squadron Commander was 1st Lt. Hamish McLelland. About six weeks into basic training 2nd Lt. Robert J. Gibbons came out to the training area and asked for volunteers who knew how to type. I was one of the volunteers. Thus began an interesting career which led to my being present at the birth of the 315th Transport Group, later designated Troop Carrier, in Hanger 5 at Middletown. Captain Thomas J. Schofield, CO of the 2nd Transport Squadron, was initially appointed Group Commander with McLelland group operations officer. A DOR (date of rank) situation arose where McLelland out ranked Schofield. He was subsequently named Group Commander.

Cpl. Elmer S. Carson, Francis Hall and I were clerks in group headquarters. During the early part of 1942 all we did was type up recommendations for direct commissions for senior NCOs. Like clockwork Master Sgts were commissioned Captains and Tech Sgts became 1st Lts.

In February, 1942 I was told to report to the commandant of Hq & Hq Sq., 1st Lt. Howard B. Lyon. I reported in proper military manner. He said "how would you like to be the First Sergeant of the squadron?" The vacancy appeared when George A. Eckels was commissioned a 2nd Lt. I allowed as how it was a pretty big job for a 20 year old corporal. H. B. said he had queried the squadron's senior NCOs and they favored me as topkick. I began acting First Sgt. with the rank of SSgt but wore the stripes of First Sgt. After our move to Louisville, KY I was content with the rank. It meant I could afford at least one night a week at the Air Devils Inn on Bardstown Road.

It was at Louisville that I found out Lt. Col. McLelland was a decision maker. I was having coffee in the mess hall with Sgt John English, the mess sergeant. He and McLelland had soldiered together as corporals. McLelland came in and said, "How about a cup of joe, John." English said, "How about some cooks, Corporal McLelland?" Col. Mac turned to me and said, "Nagle, send English a student cook." That's how Stroude Sonner, an orderly room clerk became a cook.

Around August, 1942 we moved to Florence, SC. I got the squadron area set up and tents assigned. Being human I was beginning to wonder when someone would say, 'okay Nagle you've passed the test, we'll make you a full fledged First Sgt.' Of Florence all I can remember is hot nights and millions of mosquitos. We began receiving beaucoups troops to bring the group up to strength. I remember Pvt. Wayne F. Solomon, later SSgt Solomon in group operations. I had him and some others raking and policing the squadron area when I saw Capt. W.L.Parker approaching Solomon and knowing his Hoosier humor I had to eavesdrop. The conversation went something like this:

Parker: "What's your name, private."

S: "Solomon"

P: (looking for a 'sir') "Solomon what?"

S: "Just Private Solomon".

P: "Where did you take basic training?"

S: "Keesler."

P: "Keesler, what?"

S: "Keesler Field"

P: "Keesler Field what?"

S: "Keesler Field Mississippi?"

P: "Keesler Field Mississippi what?"

S: "Captain, you ain't been around much have you?"

Parker walked away muttering something about disrespectful draftees.

Charles G. "Jake" Wilson last appeared in the June, 1998 *Newsletter*. Now returned to Alaska, he spent a career there as well known bush pilot and registered guide. He has authored two books on his Alaska experiences. Here he tells of a secret mission in early 1943 involving a round trip from England to the U. S.

THE SOUTH ATLANTIC 1943

by "Jake" Wilson

The 315th Air Echelon consisting of 26 C-47 and C-53 aircraft flew the North Atlantic to England in 1942, most of them arriving at our base at Aldermaston in the month of December. All 26 aircraft complete the trip. Members of the 315th will recall that we had only two squadrons at that time, the 34th and 43rd.

Many of the pilots and crews spent the winter of '42 and '43 flying from Hendon near London, furnishing air transport service for the British.

However, one 43rd aircraft flew back to the USA that winter and since I was chosen as co-pilot on that trip, I can recall it well enough to relate it. I still have my old "Form 5" log book which tells the dates, time enroute and places we stopped at. The old log brings back forgotten memories so it can be related with accuracy.

The reason for the trip was to bring some airborne radar to the U.S. so the radar could be put into production for later use in Troop Carrier Operations. The radar was named "Rebecca" and many will remember it I am quite sure. The British had developed it but could not afford to put it in production. The idea was to get one set installed in a C-47, get it working, send along a technician to show the Americans how to use it, then remain there as an expert advisor while the set was produced in quantity.

Capt. Smylie Stark would be first pilot and in command. I, Flight Officer J. E. "Jake" Wilson would be co-pilot, Lt. Carl Fittkau would navigate, Sgt. Don Anstett would be crew chief. The fifth crew members name is forgotten but will be referred to as "Sparks," a common nickname for radio operators.

We would take a much longer South Atlantic route for the trip and got prepared for it. Along with the radar the fuselage was filled with auxiliary fuel tanks for the long flights to come.

After all was ready, my log shows we departed England on Feb. 14, 1943 bound across the Bay of Biscay at night with the first stop at Gibraltar. The trip at night was absolutely necessary at that time, since German fighters roamed the Bay during daylight hours and possibly would have shot us down.

Then we proceeded on down through Morocco, across the Sahara Desert to Bathurst, Gambia for food and rest. We were a good crew, had flown together previously and could have taken that airplane anywhere in the world with no problem.

At Bathurst we topped off all the tanks and flew directly across that wide ocean, a distance of about 1825 miles non-stop. It took 12:55 hours flight time and was the hi-light of the trip, since none of us had ever made a flight that resembled anything like that. We had no problems but got very tired on the lengthy night. The trip was made at night so Carl could use Celestial Navigation and get us with accuracy across the wide ocean and to our destination at Natal, Brazil. He did it too. Carl was an expert, experienced navigator. We arrived Natal on Feb. 18.

Then north and up the coast to Belem, Trinidad and finally to the good old USA at Morrison Field, Florida. On our trip, Sparks had received orders for us to go to Bolling Field, Washington, D. C. and we wondered why. The plan had been for us to proceed to Wright Field, Dayton for delivery of our aircraft and radar, but we went to Washington as directed.

We were greeted as heroes! Since we had come from a war zone, we were important people. That was great and we lived it up for that day and night in our capital. We had not even been shot at but we were wined and dined and treated wonderfully.

We delivered the airplane at Wright Field on Feb. 25, my birthday. I was 22 years old. We said good-bye to the very British passenger who had accompanied us, then waited for what was next. And what came next were lengthy furloughs at our homes. This information was greeted with cheers and great anticipation!

We scattered in five different directions and had stays at our homes lasting for about six weeks. The reason for this was that we needed an airplane to get back to England. Douglas was building thousands of C-47s but production could not keep up with world wide demand. We had to stand in line and wait.

The crew gathered at Mobile, Alabama and we waited even longer for our new airplane. Finally it came, but there was more delay as Douglas technicians removed certain "bugs" that had shown up on the ferry flight from Santa Monica to Mobile.

Finally they give us a brand new C-47, all fixed up for a trip across the ocean to England. It smelled new and clean. How wonderful it was! Few crews ever had a new C-47, but we did.

We were soon on our way, back to our 315th buddies, back to war and whatever it might bring. For some reason we were happy to be going back; we wanted to go on with our destiny. We knew that in time we would be doing what we had been well trained for--dropping paratroopers in combat, flying low and slow over enemy held territory and subject to intense enemy ground fire. We were very aware that death might be the result of our profession, but we were eager to go anyway.

What motivated we young men to be that way? I have often wondered in looking back to that long ago time.

Back down through South America to Natal. Then, this time a trip across with a stop at Ascension Island, which now had an airport across the top of the old volcanic island, still a long flight, but shorter than the direct flight we had made on our way to the west. Ascension was the biggest gas station in the world by far. This leg of the trip was made in daylight with Carl navigating by sunlines and dead reckoning. A strong signal from the Ascension radio range helped us with the last 200 miles.

Our new C-47 was equipped with newer radio equipment than our older one. It had dual ADF (Automatic Direction Finders) receivers and VHF radio, the first we had seen up to that time.

Then, north to Roberts Field, Liberia in Africa, up the coast to Marrakech, Morocco where we spent a day. Next, a long overnight trip of about 1500 miles non-stop across the Bay of Biscay and back to jolly Old England. We were at our home away from home and happy to be once more with our buddies.

No one had missed us while we were gone. Most of the Group did not even know we had made the trip. For security reasons no one had been told what we were up to, nor where we had gone. One of my buddies greeted me with, "Hey, where the hell have you been"? I haven't seen you around lately."

It did not matter too greatly. We, the crew knew where we had been and that was all that mattered. So be it.....

It was May 1, 1943. Our trip had taken almost three months. Total flight time was 85 hours Aldermaston to Wright Field at Dayton. Return flight amounted to 82.5 hours.

DUES/ DONATIONS

Since taking over the Treasurers' office, Sandy Friedman has assembled an up-to-date roster of members' dues payments and donations. If you want to know your account status, call or write Sandy for this confidential information. (see Where to Send Stuff, page 2)

PHOTOS

Members send in much appreciated photos, some identified, many not. We'll occasionally include a spread for your review and will identify when we can. Perhaps you'll recognize friends, certainly scenes. See *The Way We Were*, page 8.

Robert I. "Doc" Cloer, the Association's long time Recording Secretary has for years been immersed in the band leader Glenn Miller disappearance. What really happened? Did he and the Norseman, in which he was allegedly a passenger, go down in the Channel on that foggy day? Speculation has been continuous, the British tabloids posing myriad possibilities. "Doc" was directly involved in the Miller story as a crew member on a 315th aircraft moving the band from England to France. Doc says, "From my files on the Glenn Miller story I will try to relive that story as it happened that day."

THE BIGGEST COVER UP OF WW II???

by "Doc" Cloer

The Fall and Winter of 1944 were not a good time for the Allies. First came the failure of Market Garden in September and October, with more losses than D Day. Then the maximum German effort with the Battle of the Bulge. Many days the weather over either the Continent or England was so poor that no supplies or air support could be provided our troops.

One or both had been socked in for 5 or 6 days when word came the morning of December 18 of clearing weather. That day must have been an all out effort for Troop Carrier to haul badly needed supplies to the Continent. After the 315th's planes departed on the main mission, Wing added a requirement for the Group to provide two aircraft and crews for a classified mission: pick up the Glenn Miller Band at Twinwood Farms and fly them to Orly Field, Paris. The 34th Sq. provided aircraft #058 with a 34th crew: Pilot William M. Perkins, co-pilot Robert I. Cloer, Crew Chief Joe Schertler. The 310 Sq. provided aircraft #733 with Pilot Lawrence Tapper, 310th, co-pilot Richard Kucklick, 34th, Crew Chief Arthur S. Plough, 310th. (we have been unable to verify Radio Operators or if navigators were aboard.)

The aircraft landed at Twinwood Farms about 10:30 hrs and parked far out on the back edge of the ramp. Shortly after, two large English busses crossed the ramp and stopped in front of the planes. The Band debarked with nobody in a hurry. I was surprised with the lack of rank, both with the band or someone to see them off. Perhaps because it was classified no one was suppose to know. First Lt. Don Haynes and WO Paul Dudley were with the Band and I believe there was a Lieutenant from the base. After while the instruments and equipment were loaded - still no one in a hurry.

About this time Sgt "Peanuts" Hucko told Hayes that he had left his horn back at the barracks. After a few hot words they got him a vehicle to go get the horn which took another 20 minutes or so. On his return still no one seemed in a hurry. As a mere 2nd Lt. I was told nothing - believing we were waiting for Miller.

We visited with the band members while waiting. They explained that part of the deal with going to Paris was to first pre-record six weeks of regular programs for AFN and BBC, so no one would know they were gone. This was in addition to regular daily programs. Some of the horn blowers said they could still not un-pucker.

Finally we got off. When we landed at Orly no one knew we were coming. There were no arrangements for transportation or quarters for the band. A third plane to arrive was an ATC plane out of Bovington that brought band members who played in London the previous night. The pilot was Robert Whipkey, who lived in Boise, Idaho the last time I spoke with him

After a lengthy wait for transportation for the band, we explained our need to leave in order to cross the channel before dark. We unloaded the band and their equipment and were ready to depart when a Sgt came up and said he had a load of POWs to take back to England. We waited a while longer then said to heck with it, fired up and started to taxi out. A bus load of women drove along side and flagged us to a stop. A Captain nurse came on board and said she had our load for us. Perk told her that we were suppose to take POWs back. She smiled and told him these are your POWs: "Pregnant Outbound Women". We dropped them off at Croyden in London before returning to Spanhoc.

We must have waited a lot that day. My form five shows that we logged 2 1/2 hours of night time.

WHAT HAPPENED TO GLENN MILLER? I don't know - but I know what did NOT happen.

Author Dale M. Titler, along with LC Tom Corrigan, who died last year, have spent years gathering facts on what happened. My hope is that some day Titler, historian and military researcher, will find a publisher with a review board old enough so they do not ask: "Who is Glenn Miller?"

On December 15 Miller was to be flown to Paris in C-64A, Noorduyn Norseman #470285 piloted by Flight officer John S.R. Morgan. Miller's task may have included making arrival arrangements for the band. Band administrative officer Don Haynes says in one version of his diary that after lunch on the 15th he drove Miller and LC Norman F. Baessell to Twin-woods. A short time later they heard a plane overhead in the overcast. The pilot missed the first approach and when they heard the plane again it was much lower and broke out at about 200 feet. After loading the passengers, baggage and Baessell's case of empty champagne bottles they were off at about 1:45 and in less than a minute in the overcast.

Missing aircraft or aircrews were to be reported within 48 hours. The report on Miller was not made for 9 days, if I remember correctly. This gave a lot of people a lot of time to get their stories together on the cover up. Some of those people are probably still alive and it is a shame they will not come forward and reveal the real story.

AS TO THE AIRCRAFT, Titler found that the Norseman had been flown to Normandy, landed in a farmer's pasture and abandoned. In early 1945 an officer with a Mobile Repair Unit in St. Germaine, was visited by an Army Intelligence member, shown a photo and asked to identify the aircraft. A records check showed it to be Norseman #470285 in which Miller, Baessell, and FO Morgan allegedly perished in a Channel crash. Found by a French farmer, he reported it to the Americans. It was undamaged, intact, with parachutes still aboard. Recovered from the pasture, it was taken (probably flown and not trucked) to a nearby salvage yard at 55AD (Strategic Air Depot) probably around mid January, 1945.

Commanded by Col. Howard Moody, 55AD was at Meville, France, 27 miles south of the French coast and 20 miles west of Lille. It is reasonable to believe the Norseman was the one later flown at 55AD by a Lt. Gatti, who crashed on takeoff when an insecure load shifted. The aircraft was scrapped, likely cannibalized, and eventually salvaged about May 1, 1947. The IARC (Individual Aircraft Record Card) on 44-70285 records its maintenance and disposition history. The ARC (Aircraft Disposition Record) shows it had been condemned earlier, in January of 1947, with 32 months of total service. It was still assigned to the Eighth Air Force at that time. The IARC and ARC records should still be available to the public from the USAF History Branch at Maxwell AFB or the National Archives and Records Service in D.C.

Those records show the aircraft was NOT lost in a Channel crash. The cover up failed to expunge those records.

There are so many questions: What happened to the military records of Miller, Baessell and Morgan? How did they live their lives? Why did Miller disappear? Are there high ranking Officers and Government officials alive today who know what happened? Assuming a cover up, how high did it go?

In England and Europe interest remains active on what happened to Miller. Dave Benfield, one of our honorary Association members, has provided many books, excerpts from reports, newspaper articles and other items on the Miller disappearance. Some so far off base it's amazing they got published. I've said many times that when we classify something Secret or Top Secret the only persons we keep from getting the information are our own.

A German journalist, Udo Ulfkotte, who writes for a Frankfurt newspaper, in examining declassified secret wartime files of the BND (Intelligence Service) has found the BND not only knew about band leader's disappearance, but also the extraordinary efforts our military spent in a cover-up.

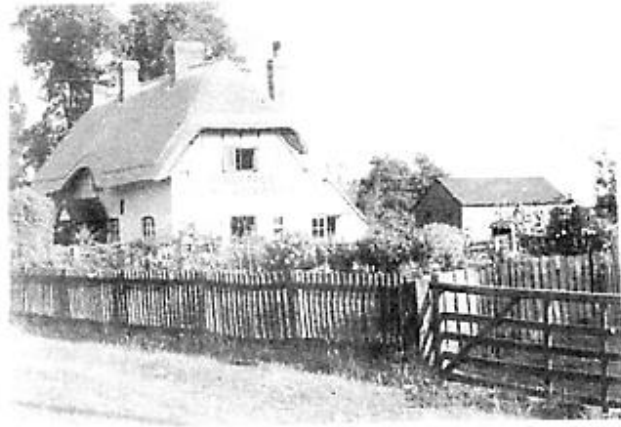
What I would like is to hear the real Glenn Miller story. My hope remains that Titler can get it published in my life time.



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WE WERE



OFF THE GRAPEVINE (AND OTHER QUESTIONABLE SOURCES)

FOR SALE BY OWNER

(Ad in the New York Times)

Complete set of Encyclopedia Britannica. 46 volumes
Excellent condition. \$1,000 or best offer. No longer needed.
Got married last week end.

Wife knows everything.

NINTH AF REUNION

The Ninth Air Force Association Convention and Unit
Reunions will be Sept., 16-18, 1999 at Best Western Hotel
Central, Omaha, NE. For info contact Chairman Bob Hogg, RR 2,
Box 80. Mead, NE 68041-9682.

BROKAW ON WW II MARRIAGES

News anchor Tom Brokaw in his book, *The Greatest
Generation*, writes: Those marriages, I believe, are more than a
reflection of the expectations of society at the time the vows were
exchanged. These relationships were forged when the world was
a dangerous place and life was uncertain. Couples were forced to
confront the profound emotions - and passions - that come with
the reality of separation and the prospect of death. If their rela-
tionships could withstand the turmoil and strain of the war years,
it should only get better after that.

I'M A SENIOR CITIZEN

(From a Hqs, 50th Carrier Wing Newsletter)

- I'm the life of the party even when it lasts until 8 p.m.
- I'm smiling all the time because I can't hear a word you
are saying.
- I'm aware that other people's grandchildren are not as
bright as mine.
- I'm sure everything I can't find is in a secure place.
- I'm realizing that aging is not for sissies.
- I'm wondering...if you're only as old as you feel, how
could I be alive at 150?
- I'm usually interested in going home before I get to
where I'm going.

LIGHTEN UP, DOOMSAYERS

Statistics from the "1998 Life Insurance Fact Book."
predict male life expectancy at age 65 as 15.6 years; at age 75 it
is 9.7 years; and at age 85 another 5.2. Comparable data for
females is: 18.9, 11.9 and 6.3. So start calculating how many
more reunions you can attend.

WWII TROOP CARRIER GROUP REUNIONS

- 435th Hqs plus 76th, 77th, and 78th Squadrons:
September 23-26, 1999 Covington, KY
- 62nd Group, October 13-17, 1999: Valley Forge, PA.

FROM THE FEBRUARY 1999 AIR FORCE MAGAZINE

In a C. V. Glines article "Troop Carriers of World War
II", Lt Gen Matthew B. Ridgway, XVIII Airborne Corps
commander, is quoted in regards the Rhine crossing operation:
"In the run in to the drop zone they flew formations tighter and
more precise than any of the bombers ever flew..... They
wouldn't take evasive action either, no matter how hot the fire
from the ground might be." Ridgway concluded, the troop
carriers were "as skilled as any aviators I ever knew, and God
knows they were brave men."

FROM A 62nd TCS NEWSLETTER

On board the Presidential aircraft, "Sacred Cow",
President Harry Truman signed the National Security Act on 26
July 1947. It separated the Air Force from the Army, created the
Departments of the Army, Navy and Air Force, instated the
cabinet position of Secretary of Defense, and established the Joint
Chiefs of Staff.

ON THE INTERNET?

"Doc" Cloer says if you're on the Internet, send your
E-mail address to him if you want to be included in a roster he
will make up for all to use.

DIAGNOSIS

A woman was waiting outside the doctor's office for a
report on her husband's health. The doctor came to her and said,
"I don't like the looks of him."

The wife said, "Yes, I know. But he's good to the
children."

PILOT STUFF

- Flying is the perfect vocation for a man who wants to feel like a
boy, but not for one who still is!
- A check ride should be like a skirt, short enough to be interesting
but still long enough to cover everything!

HMO QUESTIONS

- Q: What are pre existing conditions?
A: This is a phrase used by the grammatically challenged when
they want to talk about existing conditions. Unfortunately, we
appear to be pre-stuck with it.
- Q: Can I get coverage for my pre-existing conditions?
A: Certainly, as long as they don't require treatment.
- Q: What happens if I want to try alternative forms of medicine?
A: You'll need to find alternative forms of payment.
- Q: What should I do if I get sick while traveling?
A: Try sitting in a different part of the bus.



Through Bill Brinson's efforts, the 315th has been recognized for the period of the Group's assignment to the Eighth Air Force by the plaque (opposite) now on display at the 8th AF Museum near Savannah, GA

"Chapter One"

Later in Florence I felt I had proven my abilities as a First Sgt. and should be receiving the pay. One day Parker came down to the orderly room tent to check the squadron area. I accompanied him on the inspection, but wasn't too talkative (enough to make anyone who knew me suspicious). When we returned to headquarters he asked the Gp. Sgt Maj (E. S. Carson) what was eating me. Carson said I was upset about not being promoted. Parker said you call him and tell him he will be promoted to First Sgt on September 1 (the day First Sgt rank rose from TSgt to MSgt) He also told Carson to tell me if I so much as stepped over the traces one inch he would personally come down to the squadron area and tear the chevrons off my arm. (*Obviously, that never happened and I counted Maj. Parker one of my friends whom I could go to with any problem and we always came up with a solution.*)

NEXT CHAPTER...ON TO FT. DIX

from the editor

LOST TOUCH?

If an old friend, with whom you've lost touch, is not on the latest roster, call or write "Doc" Cloer and he'll scan his roster collection which goes *WAY* back. He'll need the complete name (correctly spelled) with the last address you had. See Where to Send Stuff, page 2.

PHOTO IDENTIFIED

We had several inquires as to the photo which appeared on the back of February's *Newsletter*. George Cholewczynski confirms it is the 315th dropping Polish paratroopers on DZ "O" at Grave, September 23, 1944. The drop took place between glider landings.

This issue's back cover sketch
courtesy of George Doll

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.)*

Roy Barbata	34th	1999
Robert A. Jones	43rd	1999
Thaddeus D. Knight	34th	1996
Dominick E. Metallo	309th	1998
Charles J. Petsinger	309th	1999
Charles R. Rex	34th	1999
Harry D. Scott	43rd	1999
Eldan Stombaugh	unk	1998
Gordon Tull	34th	1999
James R. Tucker	310th	1999

DONATIONS

The Association gratefully accepts donations given in memory of former comrades or acquaintances and to inform the families of such. Donations have been received *(since publication of the February Newsletter)* from the following:

- Bob Cloer
- Douglas Watkins
- Chappy Kowalchuk

Given in memory of: H.B. Lyon and undesignated in recognition of all for whom Taps sounded.

Mrs James (Dorothy) Tucker writes: *"Even though he (her husband) was unable to attend the 315th Association Reunions he always enjoyed the Newsletter. My sincere thanks for bringing him that pleasure."*

Dominic Purmono, who read a eulogy at the funeral mass for his grandfather Dominic Metallo, writes: *"I remember often having him tell me stories about the times during the war and how happy he was to be able to serve his country in time of need."*

Mrs Charles (Effie) Rex wrote: *"We had a beautiful memorial service Saturday in our church."*
(Interment was at Arlington National Cemetery.)

Mrs Betty (Crumbie) Griffith, ordering a 315th cap, writes of her deceased husband, Jim Crumbie: *"He called his plane 'Irish Confetti'. Quite a guy but he passed away in 1979."*

*In proud and grateful memory
Of those men of the U. S. Army Air Force
Who flew from these friendly isles
Flew their final flight
And met their God.
They knew not the hour,
The day, nor the manner
Of their passing.*

*When far from home
They were called to join
That heroic band of airmen
Who had gone before.
May they rest in peace.*

(Inscribed on the chapel ceiling at Madingley
cemetery near Cambridge)

PUT DAYTON
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