



315th Newsletter

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

PLANS COMPLETE FOR THE AUGUST DAYTON GATHERING

Volume 21, Issue 1

March 2000

The 315th Troop Carrier Group Association's first reunion of the new Millennium will open August 25 at Dayton, Ohio a city billing itself as "the Birthplace of Aviation." The event's four day agenda is capped by a Saturday visit to the famed U. S. Air Force Museum at Wright-Patterson Air Force Base, home of one of the world's finest collections of military aircraft. A highlight of which, one could modestly state, is the inclusion of a venerable C-47 "Gooney Bird." A bird we all know so well.

The official gathering spot will be the Holiday Inn Conference Center in nearby Fairborn, also home to Wright Patterson Air Force Base. Among the many amenities offered at the hotel is a pool and an AAA rated 3 diamond restaurant. Within a short walk are a Chi-Chi's, McDonalds, Arbys, Taco Bell and Bob Evans. A number of fine restaurants are also nearby but transportation (cab/car) is needed to reach them. A shopping mall is close, but also requires transportation.

For those arriving by car, Dayton is readily accessible via Interstate I-75 from north or south and I-70 from east or west. Airlines servicing the area include: Air Trans Airways, American Airlines, ARA Connection, ConAir, Continental Express, Delta, Northwest, Skyway Airlines, TWA, United and US Air. Average daily temperatures for the June-August period are: high 83, low 61.

Enclosed with this *Newsletter* are full details of the reunion, including the necessary registration forms for both the hotel and your attendance plus tour selection choices. In addition to the Air Force Museum visit (*for more Museum information see page 12*) a Friday city tour, including lunch, is offered as well as a Sunday visit to Bellfair Country Shops

As in the past, each 315th reunion offers an ideal opportunity for families to gather. Special hotel rates are available, tours can be selected, the traditional banquet shared. Daughters, sons, grandchildren, relatives and friends in increasing numbers have joined with us to become a part of the 315th's expanding lineage.

And the stories! How they do flow. Some almost believable.

It's time to send out the alert, start the planning to make Dayton a family event.

CONTENTS

- > Notice Board
- > President's Message
- > Troop Carriers C-109 Tanker
- > Rebecca
- > Chapter #3, on to Aldermaston
- > "Hold 'er, Li'l General"
- > The Way We Were
- > Off the Grapevine
- > Taps

**REGISTRATION
FORMS ENCLOSED**

315th TROOP CARRIER GROUP ASSOCIATION

Olmsted, Florence, Aldermaston, Blida, Spanhoe, Amiens

OFFICIAL NOTICE BOARD

Message from the President:

Elsewhere in this Newsletter you will find registration forms for our biennial Reunion for the Year 2000. **NOTE:** A change in the dates is now established to be August 25 - 28, inclusive. The change in the dates enabled us to obtain better hotel rates. Be sure to mark your calendars and reserve that period along with the necessary travel time. The place will be the Holiday Inn Conference Center in Fairborn, Ohio (a suburb of Dayton) The hotel has discontinued complimentary shuttle service to the airport. Parking at the hotel is free. The tours and entertainment have been carefully selected based on the available attractions in the area.

Several members have written to me that they were very much impressed with a previous visit to the Air Force Museum. They highly recommend the tour and they know that the Museum is constantly making additions and improvements.

The Ohio liquor laws are such as to prevent us from obtaining sufficient quantities for our consumption. It is therefore incumbent for those members who so desire to bring their own bottles. We will still be able to supply beer, soft drinks, fruit juice and snacks.

With best wishes to all, I remain sincerely,

Ray M. Schwartz,
President

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

Newsletter of the WW II 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
E-mail: rlcloer@syix.com	E-mail: JSStan@compuserve.com	

After too long an absence one of our favorite contributors, "Ziggy" Zartman, returns to recall the experience of piloting a flying fuel wagon. This article appeared originally in the quarterly publication of the Air Force Museum Foundation, Inc.

TROOP CARRIER'S C-109 TANKER

by "Ziggy" Zartman

When WWII's Supreme Allied Commander Dwight "Ike" Eisenhower reminisced about the war he was reputed to have said, "the two key pieces of equipment deployed by the victorious Allied Forces were the "Jeep" and the C-47 transport plane. Troop Carrier aircrews would probably agree. Their "Gooney Birds" (Douglas C-47 "Skytrain") were stalwart, dependable, rugged, forgiving and often times overloaded. They continue even today to provide safe, economical airlift service around the globe as we approach the millennium. Trained as fighter, bomber or reconnaissance pilots, many men coming out of flight school were at first, somewhat disappointed to be assigned to Troop Carrier units. They were caught in the massive buildup of the cargo hauling, passenger transporting, paratroop dropping, glider towing forces. Soon, however, one learned that the Douglas C-47 was the greatest, most versatile workhorse to cruise the "wild blue yonder." The legendary "Gooneybird" war stories, logged indelibly during the sixty years since the plane first took to the skies, need not be repeated here. Conversely, one Troop Carrier aircraft rarely seen or heard about was the Consolidated C-109 built as gas refueler, used principally as an emergency source for front line tactical fighter forces coping with shortages of fuel.

The 310th Squadron of the 315th Troop Carrier Group received a nice holiday gift in December 1944. The Gift was a shiny, big and heavy unwrapped and unpainted Consolidated B-24 "Liberator" bomber. The four engine aircraft came off the factory line, was

converted into a bulk fuel tanker and was then renamed the C-109.

The weather officer and Santa Claus cooperated that white Christmas season. When received it sat there brand new, glistening in about two inches of new, wet snow. It was our latest "toy!".

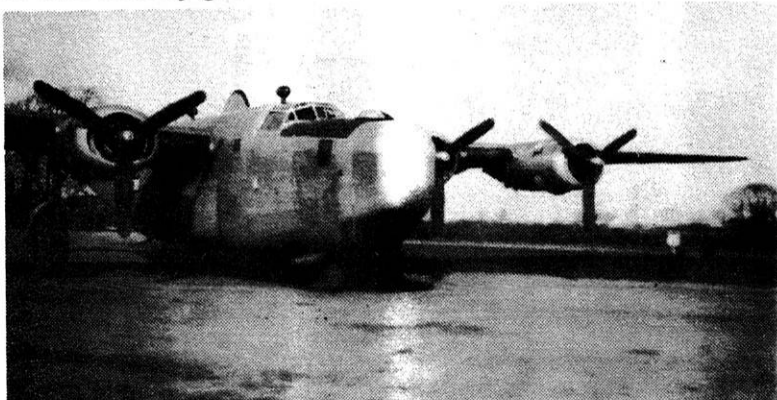
Each squadron received one. They were dropped off by a ferry crew from the ZI (USA). B-24 bomber crews based nearby were detailed to "check us out."

This Army Air Corps mobile "gasoline station" delivered where beckoned...."cash or charge." The price was always the sameorderswhich came in the form of an 8 x 11 chit that said, "You go!" and was signed by the brass.

On just one flight, the C-109 could pump somewhere around 3,000 gallons of fuel, but the crew didn't do windscreens, didn't check dip sticks, and didn't control the key to the nearest "john." Fumes reminded you that it was not a C-47 or C-46. If a crew member who smoked showed up, we took his matches away. If he was "high-tech" we took his Zippo away! Some crews did, in fact, smoke cigars. Either way, the group never lost a C-109.

If you crewed one of those gas buggies, you must recall having felt like "Lucky Lindy" enroute to Paris in 1927. You are surrounded by those extra fuel tanks. There were fuel cells crammed into the

nose section, the main fuselage, the bomb bays, and the wings, including "Tokyo tip cells" that gave the Davis wing an extra dimension of flap. No gun turrets marred the streamlining, and no armor plate gave it



C-109 at Spanhoe

(continued on next page)

additional weight. The only thing between you and any projectiles, was thin aluminum.

Once you crossed the channel (post D-Day) your mood was a toss-up. It was like being strapped to one of Werner van Braun's V-2 rockets or riding a big Chinese firecracker.

Maybe (assuming NASA had been in business) feeling like a replacement for the chimps that preceded the original seven astronauts. There were dangers. For example, if a revelier was celebrating Allied successes by firing his gun in the air you could be a factor in an unsolved puzzle. It would be unsolved because all the pieces would be missing. Of course, when young and "hot" as we were (nobody was "cool" in those days) you just didn't project your mind much beyond the scene on which you focused in the windscreen. War is the madness of mankind!

When the destination field loomed ahead, your odds improved greatly. Now, you had at least a sixty/forty chance that you would not blow the nose wheel tire when slamming the tanker onto a noisy, undulating, slippery-when-wet PSP (Pierced Steel Planking) runway. These runways seemed always just short enough to require heavy braking if the heavily loaded three wheeler was to be kept out of the overrun (often a quagmire). In the 310th, we always carried an extra nose wheel assembly.

I never buzzed the tower in the C-109. I didn't want the tower operators aiming their Aldis gun in the direction of my "fuel wagon." An Aldis gun is a rifle shaped light used by control tower personnel to signal low flying aircraft. Albert Einstein had already reported that light was "heavy" and not unlike a stream of tiny bullets. I guess I was being phobic, but why take a chance?

This new late concept for dispensing bulk gas probably saved more than a few aircrew types from single, even double hernias. Two full "Jerry" cans, one in each hand, felt like two 100 pound sacks of cement after the first few trips to load or unload the "Goonies." My now sagging shoulders remind me that a normal load was around 125 cans. Oddly, the best in flight GI coffee I ever tasted was aboard C-47s loaded with "jerry cans" of fuel.

It was brewed carefully....very carefully. Remember those little open flame stoves?

Trickle down "Emergency" messages like, "We need gas....fast!" probably started with Ike's deputies. At the end of the trickle, sometimes, was a troop carrier Ops hut which on occasion answered: "310th Squadron....'Hamby's Rough Riders'."

Strangely, another of the thrills when strapped to a C-109 took place on the ground at Spanhoe Airbase in the British Isles, Midlands. We would taxi through the 310th assigned parking area. This happened frequently when "shooting" landings. Shorrty after passing the maintenance hanger located near the end of runway 14/32 the peripheral taxiway made a 90 degree left turn and headed downhill to the hollow in the wooded area where the 310th hardstands lined each side of the taxiway.

The hill bottomed out on about a 75 degree right turn, heading toward runway 08/26. With all four Pratt and Whitneys in full idle, and braking intermittenly, those huge Curtiss electric fans still breezed you through the turn fast enough that the crew-chiefs and radio operators who saw you coming always found something to-do at the back of the hardstand.

The fuel-chain to the war zone depended primarily on ocean tankers, railroad, and truck tankers. The job got done, but on occasion General Patton's tanks or some frontline tactical planes took on the enemy burning fuel from a troop carrier C-109 tanker.

TAIL NUMBERS

Dave Benfield and cohorts are in the process of listing tail numbers of all aircraft ever assigned to the 315th. This includes C-47, C-53, C-109, C-46, B-24, L-4 and, if possible, CG-4A. They have 1942-43 a/c but need any a/c from North Africa, England and later arrivals. Details wanted are: squadron assigned, tail number, tail letter, crew (if possible) and any nose art (including name). Especially needed are photos or tail letters of 42-108873 and 43-15341 (collided 8 July 1944) and 42-93790 (now on display at Ft. Benning). Send whatever you have or can recall to Mr. D. R. Benfield, 77 Churchill Rd., Stamford, Lincs, England PE9 1JG.

This continues the series in which First Sergeant William S. "Bill" Nagle recalls the birth of the 315th Troop Carrier Group and its subsequent moves. This segment takes the ground echelon on its overseas journey from Fort Dix.

CHAPTER #3, TO ALDERMASTON

by "Bill" Nagle

On the second day out of New York I went up on the promenade deck to watch the rest of the convoy. I was surprised to see that the other ships had disappeared and the QE was alone in the Atlantic. I found, with some sense of security, that she could outrun any UBoat in the ocean. We changed course every six minutes as a precautionary measure. We could tell, by the vibration, when we were changing course. When not changing the ride was smooth as a drive on the interstate.

There were 18,000 troops aboard including Americans, British RAF, Canadians and several ARC personnel. Some of the Red Cross girls were real lookers. I know sailors call stairways ladders, but the stairways were beautiful wide expensive looking wooden affairs. We were served two meals daily, consisting mostly of potatoes and fish. We arrived at Greenock, Scotland on November 23, 1942 just eight days out. The convoy that left with us would be at sea eight more days.

After debarking the QE we boarded the train for Aldermaston. The Scotch lasses working in the station were very beautiful. When they began asking for soap, nylons, candy and cigarettes we began to realize that the war really affected everyone. We had not been subjected to rationing of any kind. Standing on the station platform and finding a door into each car's compartment was new to us. It actually seemed very practical.

We arrived at Aldermaston station, as usual, in the middle of the night. We boarded the double decker buses for the ride to the base. It was the wee hours of the morning when we got all the troops into their assigned barracks. The moon was high in the sky when the ground echelon finally got settled in. As the jolly little annual visitor in the red suit would say, "To all a good night."

5

One of our favorite raconteurs, "Bernie" Coggins, recalls a bouncing incident on the Normandy Coast with then Group Commander, H.B. Lyon. Coggins was one of the original 315th navigators, who was shot down during the Rhine Crossing along with H. B. and crew, severely wounded, captured, later freed by the Allied advance. His wounds provoked a lengthy hospital stay before a return to civilian life.

"Hold 'er, li'l General"

by "Bernie" Coggins

Shortly after D-Day the Allies began installing metal strip runways (PSP Pierced Steel Planking) along the Normandy Coast. We would fly our loaded C-47s across the channel, land on the strip, unload, then pick up wounded to return for hospitals in England. To care for them we usually had an air evac nurse on board.

I remember one particular runway that ran parallel to the coast. The approach was over the mouth of a fiord which produced a powerful up-draft just as you leveled off for touch down. On one occasion I was with Col. H. B. Lyon, Group CO. His nickname was "Little General," a term never used to his face. During our approach I began explaining about the updraft, only to be politely told just who was flying the plane. I shut up.

As we flared out the draft hit and the plane shot upward. Col. Lyon reacted naturally and pushed the nose sharply down. By then we'd cleared the updraft. We hit the runway with a resounding thud and awesome bounce, followed by a series of lessening bounces.

While he fought for control I began shouting, "Hold 'er, li'l General, hold 'er." When things settled down he slowly turned, looked at me and asked what I had called him. I stammered, said I was so excited I couldn't remember. He knew I was lying, but graciously let the matter die. So much for my relationship with the "Little General."

WONDERING ABOUT DUES?

Association dues are set at \$20 annually, but you'll be credited with any amount you feel comfortable sending. To find out where you stand, contact Treasurer Sandy Friedman (see where to send stuff, p. 2). All records are confidential.

J. E. "Jake" Wilson last appeared in the July, 1999 Newsletter. Now returned to his beloved Alaska he is living in what he describes as "my comfortable but isolated cabin in Alaska". He has spent a career in the State as a well known bush pilot and registered guide. He has authored two books on his Alaska experiences. Here he offers a follow-on to his last story "The South Atlantic 1943."

REBECCA

by J. E. "Jake" Wilson

It is very difficult after so many years to remember with reasonable accuracy how things went when we were all young and going "hucklebuck" as members of Troop Carrier operations in the European Theater. Yet, at times as I sit in my comfortable but isolated cabin in Alaska I can concentrate on things that happened so long ago and come up with something or other that we did with, (I hope), reasonable accuracy. All I have to do is turn on my computer and start banging away on the keyboard with hopes that something worthwhile will appear on the monitor.

I am writing about the little airborne radar called "Rebecca" that the British developed and that we later used with good success in Troop Carrier operations in the latter period of the war in Europe until its end in May, 1945. Our pathfinders, those daring men who made many a flight over enemy territory at night used it with great success. They parachuted men to isolated places in enemy territory, equipped with a Rebecca Transmitter where it could be actuated with battery power and subsequently used or guide other aircraft to an exact drop zone for supplies or paratroopers, whatever the plan called for. We in the 315th employed it in our operations with the set installed in several of our aircraft.

I first mentioned Rebecca in the article titled "The South Atlantic in 1943" in which we flew the first radar set across the South Atlantic to Dayton, Ohio and delivered the aircraft with a working set installed. Along with us was a British scientist who was to explain its use to Americans and remain as an advisor until the U. S. had the set in production. I was copilot on that wonderful trip, and as such had a very small part in the beginning. The article appeared in the July issue of the Newsletter and created some interest with others who remembered Rebecca. Thus the reason for this follow-up.

You could tell when looking at our C-47s which ones had Rebecca installed by the two small antennas, on either side just to the rear of the cockpit. They were branched antennas, very similar to TV antennas, which had not even been thought of in the 1940s. Part of their purpose was to give directional guidance to the aircraft by the radar.

The radar operator sat in the navigator's compartment with his radar receiver, looking at a little screen which we called his "crystal ball." The transmitter was on the ground and with the use of intercom the operator could guide the pilot directly to an exact chosen spot. He also had a sensitive altimeter to tell height above ground.

After delivering the first set to Dayton we returned to England and went right on with our outfit and for a long time I never even thought of Rebecca. We were busy with other things; we went on with the war. Ten months in North Africa. There was Sicily, Southern Italy and our final return to Great Britain and the big build up prior to participation in the Normandy D-day monstrous operations.

But once more, in early 1945, I had occasion to use Rebecca. There was much talk about it being used as an instrument landing system. Why I was chosen by Troop Carrier Command as one of the pilots to test this theory I have no idea. But it may have been my involvement with the beginnings of Rebecca. At any rate I was told to do some blind flying and use the set for possible actual blind landings on instruments. Wow, that would be something. But I was very interested in becoming a good instrument pilot. In our Troop Carrier operations all flights were made in VFR weather so there was very little instrument practice involved. Yet, I practiced instrument flying whenever possible.

To prepare for these flights I picked a very experienced person to be copilot. He was a high time pilot who had been in the RCAF before we entered the war. Among other things he had flown many night missions in Wellington bombers with the RAF. He knew his stuff. I wanted a copilot who would keep us safe and would not hesitate to take the controls and keep me out of trouble as I blundered along under the hood simulating instrument flight.

He had a hell of a lot more experience than I but readily agreed to accompany me as copilot. Regrettably, I cannot remember his name. We talked it over, realizing that Rebecca was a great improvement as an instrument landing system. In lousy weather with visibility down to a very low figure such as one-half mile it would work very well. But blind landing in solid fog? That sounded rather far fetched. But what the hell, we were willing to try.

We three, the radar operator, the copilot and I went out to our big, wide runway at Spanhoe and took off. At first we flew in the clear around the pattern, making a long final approach. The operator, through intercom talked me down on his glide path and I worked to catch on how to do it. Then around we went again. The operator and copilot would tell me how to improve the technique as we went around and it began to look pretty good.

Then I erected the hood and practiced instrument flying until I felt good about it and we went to work in earnest. Down, down we went toward the runway with me following instruction. The copilot would then take over and fly back out and we would go around for another try. Finally I did a good one. He let me go on down until my wheels touched. I knew and was ready for the actual landing; yet it was a surprise. With only a little help in keeping straight down the runway, we had done it?

I was exhausted, my whole body bathed in sweat. I said, "that's enough, let's quit." We went back over to operations, knowing that blind landings could probably be done, yet we had doubts that it was safe enough for general use.

I wrote out a lengthy report and sent it through channels up to Troop Carrier Command. That is the last time I had anything to do with our little airborne radar, Rebecca.

(postscript)

Years later in the late 1950's we were busy flying on construction of the DEWline, a string of radar stations on the north coast of Alaska and Canada. At Point Barrow the Air Force had installed an instrument landing system called GCA (Ground Controlled Approach).

For years the Air Force used GCA as a very successful instrument approach and landing system. In time it was outmoded by newer ILS systems and eventually discontinued. Actually GCA was an outgrowth of Rebecca, but turned around differently: with GCA the radar operator was in a hut near the end of the runway with the radar set. Our one and only DC-3 was equipped to handle GCA approaches, having a GCA transmitter installed, and we made good use of it.

It was always dark in mid winter and just about all our flights on the DEWline were made in darkness. No problem. The weather was often quite good. But the Air Force men who operated the GCA system at Barrow needed practice and we, as pilots also needed practice in making GCA approaches and landings. So when we were about 20 miles out from Barrow, we would call, request and get, a GCA approach. We would let the operator talk us in all the way. It worked very well. I recall that I never made an actual approach in lousy weather, but even if it was darn good VFR those GCA approaches were useful. Our little Rebecca set during World War II had began it all.

(from the editor)

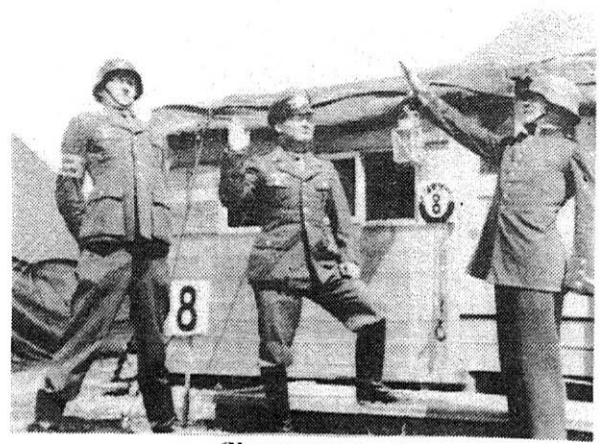
WE'RE LOOKING FOR

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, 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.



Company street, Amiens

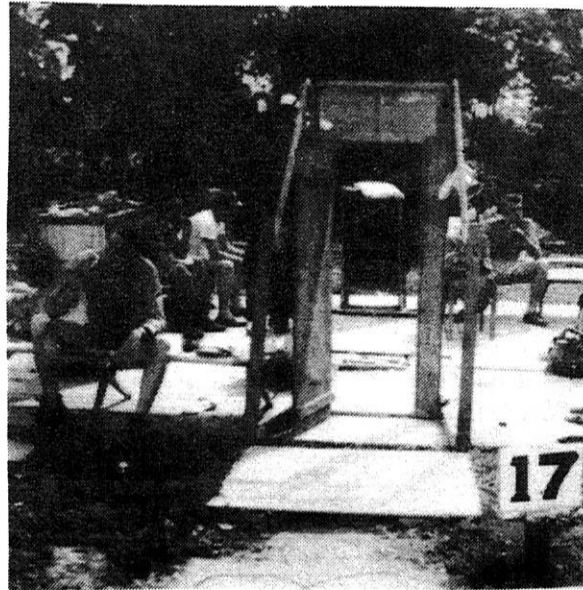
*Photos
and I.D.'s
courtesy
of
Norm Walters*



*Clowning around
(left to right) Bob, Red, Ike*



*(left to right) Norm, Braun,
Hewitt, Dick, Harris*



*Remains of Amiens home
(left to right) Norm, Wat, Bell, Moe*

THE

WAY

WE

WERE



Air Sea Rescue Beach, Puerto Rico

Norm, second from left, front row cannot recall this photo being taken. He spent two days hospitalized after diving into a wave, only no wave was there; ergo, header into the sand.. He thought he was back in France.

OFF THE GRAPEVINE

(AND OTHER QUESTIONABLE SOURCES)

MORE PILOT STUFF

- Flying is not dangerous; crashing is dangerous.
- The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break into a sweat.
- Everyone knows the definition of a 'good' landing; it's one from which you can walk away. Very few know the definition of a 'great' landing; it's one after which you can use the airplane another time!
- The probability of survival is equal to the angle of arrival.

FOUR CORNERSTONES OF FITNESS

(Modern Maturity, August 1999)

- Endurance: moderate endurance exercises include swimming, biking, scrubbing a floor, playing golf without a cart.
 - Strength: a fitness plan should feature strength exercises at least twice a week. Strength exercises will build your muscles, increase your metabolism, and possibly prevent osteoporosis.
 - Balance: good balance exercises include the plantar flexion (stand on tip toe, hold, then slowly lower your heels to the floor) and the hip flexion (stand straight while bending one knee toward your chest.)
 - Flexibility: to keep your body limber, perform 20 minutes of stretching exercise at least three times week.
- (for a free copy of Exercises: *A guide From the National Institute on Aging* call the NIA at 800-222-2225)

RABBI BEN EZRA (an excerpt)

by Robert Browning

Grow old along with me!
 The best is yet to be,
 The last of life,
 for which the first was made:
 Our times are in His hand.
 Who saith "A whole I planned,
 Youth shows but half,
 trust God: see all, nor be afraid."

COULDN'T BE

Sandy Friedman recalls when he entered the US Army Air Corps the local newspaper carried the news along with his picture.

A few months later during a call to his mother to say hello, she told him that a few days earlier the paper had reported the death of a USAAC Lt. Sandford Friedman, also a former city resident.

Sandy asked how she knew it wasn't him. "Oh," she said, I knew it wasn't because you are in Missouri and his plane crashed in Texas."

VILE'S LAW OF VALUE

The more an item costs, the farther you have to send it for repairs.

MORE EXTRACTS FROM "GREEN LIGHT" by Martin Wolfe.

(History of the 81st TC Squadron, 436th TC Group)

Re Operation MARKET-GARDEN(Arnhem):....General Matthew Ridgeway...was flying overhead in a bomber as an observer and remembers...The drop was beautiful, the best we'd ever done. Despite the fact that planes were being lost to AA fire, those magnificent pilots of the 52nd Troop Carrier held formation perfectly, and hit their drop zones on the nose. As we circled wide, watching the skies fill with thousands of colored chutes, we could look down into the streets of the little villages. The people were all out in their Sunday best, looking up as the great sky train, five hundred miles long, went past. The little houses were all intact, and I felt a great pang of regret knowing that these fine Hollanders were all unaware of the tragedy that was soon to strike...

TO ALL PILOTS

(From Summer 1999 Daedalus Flyer)

(minor modifications)

Nobody minds a man having a morning eye-opener, and it's O.K. to have a bracer around 1000 hrs., and a couple of drinks before lunch. And a few beers on a hot afternoon to keep a man healthy, or at least happy. And, of course everyone drinks at cocktail hour. And a man can't be criticized for having wine with his lunch, a liqueur afterwards, and a hi-ball or two during the afternoon --- but this damn business of SIP, SIP, SIP all day long, HAS GOT TO STOP!

MORE BON MOTS

(thanks to Leonard Zurokov)

- Never rise to speak 'till you have something to say; and when you have said it, stop and sit down. (John Witherspoon)
- If you don't learn to laugh at troubles, you won't have anything to laugh at when your grow old. (Ed Howe)
- One is always a long way from solving a problem until one actually has the answer. (Stephen Hawking)
- He who seizes the right moment is the right man. (Goethe)
- Speak the truth then leave quickly. (Serbian proverb)
- The little I know I owe to my ignorance. (George McGovern)
- Knowing all truth is less than doing a little bit of good. (Albert Schweitzer)
- I don't want yes men around me. I want everyone to tell the truth, even if it cost them their jobs. (Sam Goldwyn)
- Most of us are just about as happy as we make up our minds to be. (Abraham Lincoln)
- Grandchildren don't make a man feel old; it's the knowledge that he's married to a grandmother. (Agatha Christie)

SPANHOE MEMORIAL

The erection of a 315th memorial (see opposing page) at Spanhoe Air Station was originated by Association member Bill Brinson in the early 1980s when he learned of other memorials at former USAF bases. Through personal contacts in England he located the name of the Spanhoe property owner, a Mr. Conant. Correspondence began with he and a Mr. Loft of E. Bowman & Sons, Ltd., Stonemasons, Stamford. An exchange of more than 50 letters followed. Among the problems encountered to erect a memorial near a public road was need for approval by the Northhamptonshire District Council, as well as the type of stone used. In a summer, 1982, visit to England, Bill met with the two men and offered a proposal for the memorial, including a sketch of the marker made by Alice Brinson. Mr. Conant agreed to lease a small piece of land for what he termed "peppercorn rent" while Mr. Loft provided a cost estimate. A decision was made to place the memorial at a crossroad that divided the former wartime living area with the operations site.

At the 315th Association 1982 reunion in Chicago the plans were enthusiastically approved. Contributions were sought and in few months 183 members and friends had sent checks, twenty four of which were more than fifty dollars. Finally, on 8 November 1983 Mr. Loft advised Brinson the memorial had been erected one week earlier. It carried the top plaque shown opposite. In 1986 a second plaque (also opposite) was added which listed the names of our 54 air crew members who lost their lives while serving with the 315th overseas.

Total expenses were less than anticipated so partial refunds were made to the major donors, and a fund established in England for future support of the memorial. That fund still exists.

In 1993 a group of 315th Association members met at the site along with a number of British soldiers and friends. A brief dedication ceremony and placement of a wreath at the foot of the memorial honored those who gave their lives some fifty years before. Now, each year on Remembrance Day, the 11th of November, Dave Benfield, our Associate British member who lives nearby and keeps a watchful eye on the site, along with members of the local area British Legion place a wreath at the memorial.

Want to Communicate? Try E-Mail

- Bill Braun, 309th - abbraun@vmicro.com
- William E. Bennett, 43rd - WBENNLCL@aol.com
- Jan Bos, Hon. - circle82@wishmail.net
- Robert L. Cloer, 34th - rlcloer@syix.com
- Cal Enderlin, 309th - cenderlin@prodigy.net
- George Cholewczynski, Hon. - walka.books@juno.com
- Spence Hogg, 310th - SpenceHogg@aol.com
- Larry Ison, 34th - LIson1@compuserve.com
- Richard Kenton, Hon. - REKenton@earthlink.net
- Roger L. Lueck, 309th - dipswtch@ix.netcom.com
- Robet D. Lutes, 43rd - highflyer@centurytel.net
- Jack Mancinelli, 309th - jack@caltel.com
- Bert Petersen, 309th - Burt71220@aol.com
- Aubry Ross, 310th - ROSS2HP@aol.com
- Eldon Sellers, 309th - eldon@interx.net
- J. S. Smith, 34th - jsstan@compuserve.com
- Jake Sternoff, 309th - irv@sternoff.com
- Leonard Thomas, 310th - lenjean@Flash.net
- J. W. Way, 309th - Jaynizy@aol.com

MORE FROM THE CAP MAN

Sandy Friedman reports cap sales have already topped 100 and that he will be bringing a supply to the Dayton 2000 reunion. Sandy says they look great on the ladies and make fine gifts for family members. The caps display a 315th TCG Airborne Patch on the front and chicken tracks on the bill. In Royal Blue, the made in USA caps are designed to last for years. Cost is \$15. It's not too late to get yours before the reunion. The Association receives no benefit. Send a check or money order to:

Sanford Friedman
2425 Buckhurst Dr.
Cleveland, OH 44122

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.)

Richard M. Boody	43rd Sq	1998
Wilma Matson Boger	818th MAETS	1999
Earl W. Cornelius	34th Sq	1999
Edward J. Langenfeld	310th Sq	unk
Richard D. Markham	309th Sq	2000
Dave O. Snowden	34th Sq	1995
Charles Tietema	34th Sq	1999
Paul Zarara	43rd Sq.	1996

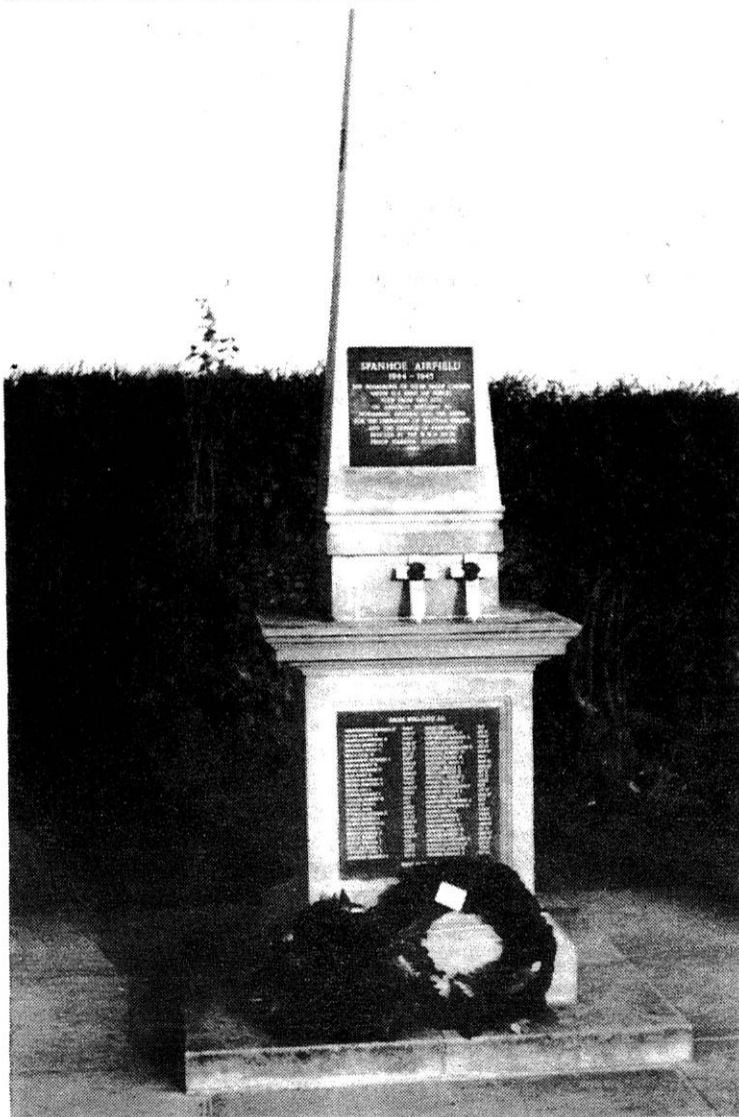
DONATIONS

Donations are gratefully accepted 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 November Newsletter*) from the following:

- Douglas Hanks

Given in support of the Association and in remembrance of all for whom Taps were sounded.



S P A N H O E M E M O R I A L



SPANHOE AIRFIELD 1944 - 1945

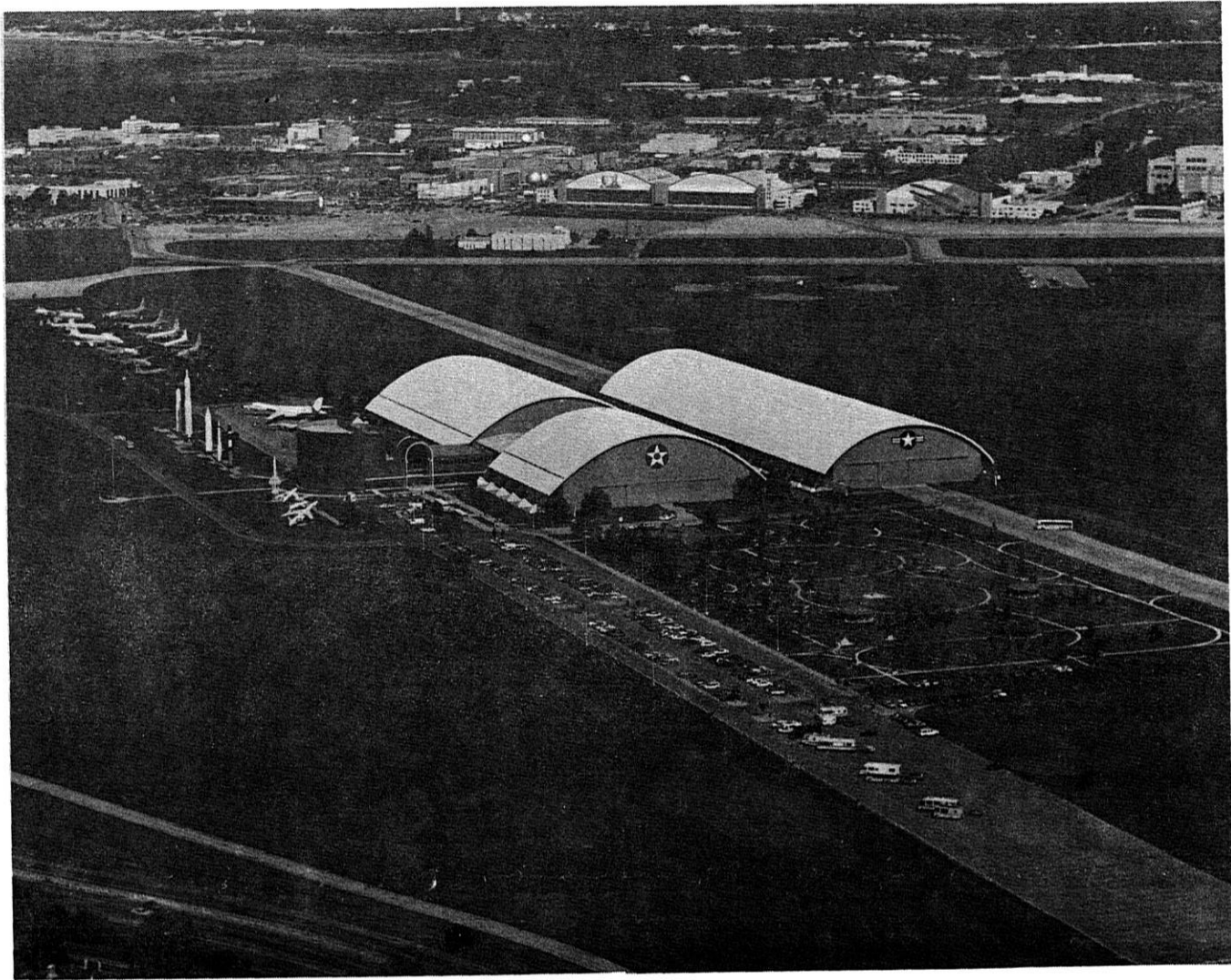
THE SQUADRONS OF 315TH TROOP CARRIER
GROUP U.S. ARMY AIR FORCES
FLEW FROM THIS SITE
ON AIRBORNE MISSIONS TO
NORMANDY ARNHEM AND THE RHINE
FOR THE LIBERATION OF WESTERN EUROPE
AND THE DEFENSE OF FREEDOM
ERECTED BY THE W. W. II SIXTH
TROOP CARRIER ASSOCIATION
1985

THOSE WHO GAVE ALL

ABENDSCHWEN RUSSELL W	TSGT	KELLY DREW H	SGT
ALLEN ROBERT E	2ND LT	LEONARD JAMES C	1ST LT
ARMITAGE EDWARD D	MSGT	LUDVIGSON MAGNUS B	TSGT
BAYLES RIBERT W	2ND LT	MARTIN CHARLES E	1ST LT
BERMAN MILAN C	2ND LT	MARTINSON BERNARD D	1ST LT
BIGGS CECIL W	1ST LT	MATSON ROBERT W	2ND LT
BORRANON RICHARD E	CAPT	MATSON SIGFRED M	MAJ
BORTH BRUCE W	2ND LT	MATTHEWS BELLE C	2ND LT
BRADY RICHARD D	MSGT	MCKEN BRUCE A	2ND LT
BRAY PARIS D	2ND LT	MILLS KENNETH M	1ST LT
BROWN NORMAN E	TSGT	MITCHELL ALBERT E	1ST LT
BROWN WINSTON C	TSGT	OHARA MICHAEL P	MSGT
BYRNE JEO L	2ND LT	PATTERSON WILLIAM F	SGT
COHEN MANUEL L	TSGT	PEACE WILLIAM L	1ST LT
COULAN ROBERT W	SGT	PERRY LAWSON E	2ND LT
COTLER MORRY	1ST	QUATTREME THOMAS J	SGT
DOZIER JACK	MSGT	REYNOLDS WILLIAM O	CPL
EPPELSON ARNOLD F	MSGT	SALING BERT A	TSGT
FARSTE HOMER J	1ST LT	SCOTT WINFIELD	TSGT
FRANCS DOUGLAS H	2ND LT	SMALLEY JAMES E	2ND LT
FRANCIS DAVID S	MSGT	SMITH CHARLES V	2ND LT
HEBERT GEORGE G	MSGT	SPURRIER JAMES H	1ST LT
HODGE ROBERT L	2ND LT	ULLAND ROBERT A	2ND LT
HOLLIS WILLIAM T	CPL	VINDOLTA RICHARD N	1ST LT
HOYT RICHARD C	TSGT	WALKER KENNETH H	1ST LT
JACKSONY CARL S	MSGT	WILLIAMS JAMES O	TSGT
JOHNSON CHARLES S	MSGT	YENNER THOMAS A	1ST LT

REST IN PEACE

For background on the Spanhoe Memorial see the opposing page.



UNITED STATES AIR FORCE MUSEUM

More than 1 million visitors a year visit the museum, the oldest and largest military aviation museum in the world. It is Ohio's number one non-commercial tourist attraction. Originally established in 1923 at McCook Field near Dayton, it was re-located to Wright Field in 1927. Closed during World War II, in 1960 the Air Force Museum Foundation, Inc., a private non-profit organization, was born. It launched a nationwide fund-raising campaign and by the late 1960s construction began on modern facilities. In September 1971 President Nixon dedicated the new \$6 million home. Subsequent major expansions have brought the museum to its current state.

The museum houses more than 300 aircraft and missiles, plus Wright Brothers' memorabilia, World War II artifacts, the Apollo 13 capsule and thousand of personal artifacts such as diaries and medals dating from the early 1900s to the present.

The museum's IMAX theater shows several films alternately throughout the day. Wheelchairs and electric carts are available for indoor use. This is a free service. *(NOTE: if an Association member requires a wheel chair, contact Sandy Friedman who will attempt to make prior arrangements.)*

Photography of aircraft and exhibits in the museum is encouraged. The use of flash equipment indoors is recommended. A wide variety of aviation-oriented books, posters, model kits, post cards, slides, clothes and other souvenirs are sold in the museum's shops, which are operated by the Air Force Museum Foundation, Inc., Proceeds are used to further the development of the museum.

(NOTE: Association members who have visited the museum report that viewing it all during a single visit is near impossible. They suggest that to take full advantage of the spectacular collection, and if possible to adjust your Dayton stay, that you plan a second museum visit on your own.)