



315th Newsletter

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

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October, 2000

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**IT'S SAN DIEGO
IN 2002**

PRESIDENT REPORTS ON DAYTON AND FUTURE

by President Ford

Our millennium reunion in Dayton was a tremendous success. The arrangements, attendance, participation and scheduled activities made this biennial affair a truly great reunion. Even the weather matched the occasion. From a personal viewpoint, the visits to Wright's bicycle shop as the birthplace of aviation and to Wright-Patterson Museum to view its treasures of early to modern military aircraft and aerial weapons will give a lasting memory to this event. As I related to our members at the Board Meeting and to the 143 banquet attendees, President Ray Schwartz and his helpers set an extraordinary standard for those of us who follow in his footsteps in future reunions.

In that regard, the members chose San Diego as the host city for 2002. Also in the running were Nashville, Memphis, Harrisburg, Branson and Washington, D.C. Armed Forces Reunions of Norfolk, VA has tentatively agreed to continue to handle hotel and tour arrangements as long as we come with 50 or more room reservations. San Diego has a wide variety of tour options, considering the decreasing mobility of our 80-plus ages. (Our generation has been described as "the greatest in American history". Just don't ask us to prove it again in our present state.) The dates are flexible, with either spring or fall options available, either prior to or after the school summer break. Express your preference to one of the Board members if you have strong feelings about the choice. I promise you'll continue to receive information on specific details as reunion arrangements develop.

We took several actions at the Board and General meetings which are important to all members:

see "President's Report" page 10

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315th TROOP CARRIER GROUP ASSOCIATION

Olmsted, Florence, Aldermaston, Blida, Spanhoe, Amiens

OFFICIAL NOTICE BOARD

DAYTON REUNION HIGHLIGHTS

- * 143 attended Sunday evening banquet
- * San Diego, CA approved as year 2002 gathering
- * Richard D. Ford, 310th Sq., elected President
- * Bernard C. Brown, 43rd Sq., elected Vice President
- * Elected to the Board of Directors: Douglas Watkins, 309th Sq. and Evelyn "Chappie" Kowalchuk, 818th A&E Sq.
- * Joining were numerous sons, daughters, grandchildren, brothers, sisters and guests of members, all welcome as part of the expanding 315th family.
- * Air Force Museum visit a huge success.
- * A sampling (thanks to Bill Brinson) of the ages of those attending: less than age 76 (12), 78 (6), 79 (7), 80 (3), 81 (3), 82 (4), 83 (5), 84 (3), 85 (2).
- * A survey (again thanks to Bill Brinson) of time with the 315th:
 - 17 went overseas with the Group in 1942.
 - 13 served with the Group in the Mediterranean.
 - 42 were on board when the Group departed Amiens in May, 1945.

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

(clip and save)

WHERE TO SEND STUFF

Address Information

(changes, deaths, new member,
drop from mailings, etc
Robert L. Cloer
1417 Valley View Dr.
Yuba City CA 95993
916 674-3681
E-mail: rlcloer@syix.com

Newsletter Articles

J.S. Smith
1967 Iowa Ave NE
St. Petersburg, FL 33703
727 527-0587
E-mail: JSStan@compuserve.com

Dues and Donations

Sanford Friedman
2425 Buckhorst Dr.
Cleveland, OH 44122
216 464-1528

*This Newsletter is published irregularly by the WWII 315th Troop Carrier Group
Association, 1967 Iowa Ave NE, St. Petersburg, FL 33703*

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

STILL GOING

(from The Yacht Club Association of the 62nd Troop Carrier Squadron March, 2000 newsletter)

CHARLOTTE AMALIE, U.S. Virgin Islands (AP) -
- A flock of World War II-era DC-3s still coasts the Caribbean skies, hopping the islands with cargo that can be as exotic as the occasional zebra, dolphin or llama

"People are amazed that a 1943 plane is still flying," said Mark LaPlace, a mechanic for the Four Star freight company, which flies six DC-3s out of St. Thomas. "They were built like battleships." Four Star general manager, Curtis White - at 45 younger than the planes - said the rugged DC-3 lifts some of the heaviest payloads for the dollar, cruising around 140 mph with a range of 1,000 miles.

White's team has loaded up to 3.75 tons of cargo into the thick, tubular fuselage for trips around the Caribbean, carrying mail, hazardous waste, corpses, flamingo chicks, miniature horses and pedigree goats. One plane flew in dolphins from a Florida research center for a TV commercial. Another carried pet zebras to children on nearby Virgin Gorda, in the British Virgin islands. Fifty-five llamas were transported to Antigua for an eco-tourism project.

Aviation experts say that if maintained, the DC-3s will thrive for years more. "I don't know of any airplanes that old that are still flying in these numbers," a Boeing Co. spokesman, John Thom, said from his office in Long Beach, Calif.

The former Douglas Aircraft Co., in Santa Monica, Calif., now part of Boeing, built its first passenger DC-3 in 1935 for American Airlines. The plane revolutionized commercial air travel in the United States with a record cross-country time of 17 1/2 hours. The design was quickly tapped for the war effort. The company produced more than 10,000 of the planes to ferry troops and military equipment around the world. Russia and Japan reportedly produced up to 15,000 of the aircraft under license, Thom said. The military dubbed them "Gooney Birds" - the sailor's name for an albatross - probably because of their awkward, lumbering take off.

The last DC-3 was built in 1946. Experts estimate up to 2,000 still exist around the world. Thom said The Federal Aviation Administration has 551 registered in the United States and 37 in the Caribbean. Not all are operational. The real number flying may be closer to 300, White said, relying on information from a Japanese couple whose life's goal is to visit every DC-3 in the world and who stayed with him for a week.

But if anything, the plane seems to be gaining popularity. In Alaska, Era Aviation runs nostalgia DC-3 tours. Glenn Miller and Benny Goodman tunes are piped over the speakers as 28 passenger fly past Mount McKinley and Prince William Sound, served delicacies on china and glass by flight attendants dressed in 1940s uniforms down to seamed hose and white gloves. Three DC-3 passenger charter planes operate out of Havana. And in November, Atlanta-based Delta Airlines took Georgia government official up in its newly restored passenger DC-3.

"A lot of people romanticize about the DC-3s," said Ron Davies, curator of air transport at the Smithsonian Air And Space Museum in Washington. But he credited the plane with one of his less comfortable rides.

Indeed, most operating DC-3s are humble workhorses, used for drug interdiction missions in Columbia, crop-spraying in Florida, even sorties for the South African military

"Our biggest fear is someday they won't allow lead in aviation gasoline," White said.

HISTORICAL DOCUMENTS

The 315th has opened an account with the *Institute on WW II & The Human Experience*, Dept. of History, Florida State University, Tallahassee, FL 32306-2200, Dr. William O. Oldson, director.

The Institute seeks items which can assist in preserving 315th history, such as: decorations and award orders, overseas orders, unit moves, casualty reports, orders identifying organizations assigned to or organizations assigned to the 315th, rosters, personal diaries, unit awards, intelligence summaries or any document which might be of historical value. Items sent should use Accession #00.0229 and note it is for the WW II 315th Troop Carrier Group history. (NOTE: past Newsletters are not needed. A complete set has been sent.)

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William E. Bruce joined the 34th TC Sq in August, 1943 and remained through VE Day after which the "Green Project" took him to Borinquen Field, Puerto Rico. Following were various ATC assignments and flying on the Berlin Airlift. Then it was special weapons duty, an overseas tour and with SAC as a Munitions officer. He retired in September 1962, returned to college, settled in Texas, worked for a petrochemical manufacturer, and as a sideline operated a motel with wife, Jewel. Took up retired life in 1983 and has traveled extensively since. This is his first appearance in the Newsletter. We look for more.

THE SECOND LIFT

by William E. Bruce

"I don't know just what hell will be like, but I think I got a preview. Earlier groups had already dropped, and the DZ was a solid ball of fire. At the command to jump our troops had exited from the plane without any hesitation. My admiration, already at an extremely high level where paratroopers were concerned, went even higher as these brave men dropped into that preview of hell. We immediately pushed the throttles to the firewall, hit the deck and got the hell out of there. The tales about that mission lasted a long time." From the book "Arnhem - The Battle Remembered" by Robert Jackson quoting "Bernie" Coggins.

The mission referred to by Coggins was the second lift to Arnhem. By then the Germans knew reinforcements were sure to come. Which meant an opposed landing. The favorite tactic of German gunners was to aim for the plane's open door to down the first trooper, blocking the exit. Gunners not going for the door tried for the a/c cockpit.

This second lift was a drop of the British at DZ-Y (Ginkel Heath). The British units carried by the 315th were the 4th Parachute Brigade Hq., the 10th Battalion and the 4th Parachute Squadron. The First Airborne Division was the principal unit at Arnhem.

Initially delayed, the lift finally occurred September 20th. The Ginkel Heath DZ lay eight miles from Arnhem and the distance factor was one of the main causes of Market Garden's failure. Speculation is that heavy flack at other potential landing sites may have dictated the choice of a distant drop zone inasmuch as this was the first Troop Carrier daylight operation and with a/c lacking self sealing gas tanks. Such tanks remained unavailable until the Varsity operation. (Talk about a flying coffin, 800 gallons of high octane).

The British dropped on Ginkel Heath were warmly received by the Germans who were covering the heath with mortar bombs and artillery. From the air the ground appeared covered by exploding bombs with perhaps a 10 yard separation between explosions. Mortar fire was constant. This heavy firing set the heath on fire, the heat then exploding dud bombs.

The dropped troopers never did reach the bridge at Arnhem, but they did end up as part of the division perimeter. The German antiaircraft artillery later relocated to the west and south of Arnhem so as to be in position to shoot down all a/c approaching but this did not occur until the second day and later.

There had been a briefing at Spanhoe before the operation (Standard Operation Procedure) with the mission explained in detail. (I am sure that the exit airspeed from the DZ was specified; but how many pilots leaving DZ-Y flew that speed? How fast will an empty C-47 go at 2700 RPM and 48" of HG.?)

On this mission Lt. Jim Spurrier's a/c caught fire and Lt. Ed Fulmar, the copilot, heroically crash landed the a/c in an attempt to save the pilot's life; also, Lt. Tucker (34th Sq) crash landed and evaded German capture and was back at Spanhoe within two weeks of the shoot down. He, along with his crew, received a quick ticket to the ZI. No evader could fly another combat mission because if captured again he could be shot.

(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.



- Hdqs -



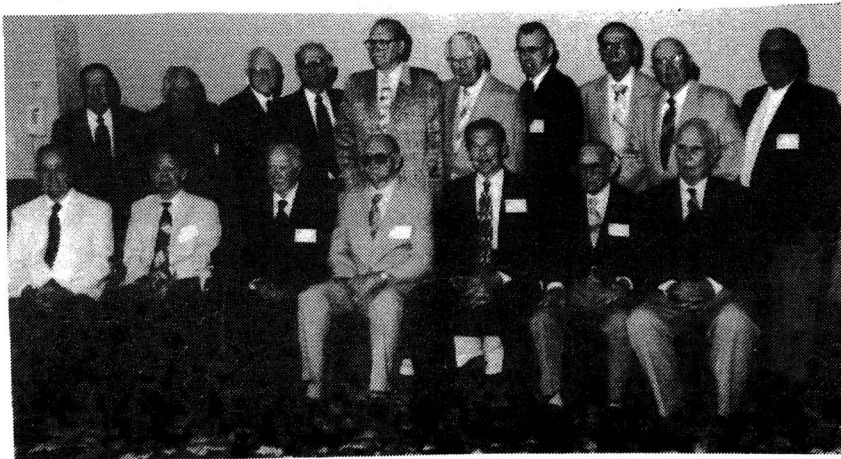
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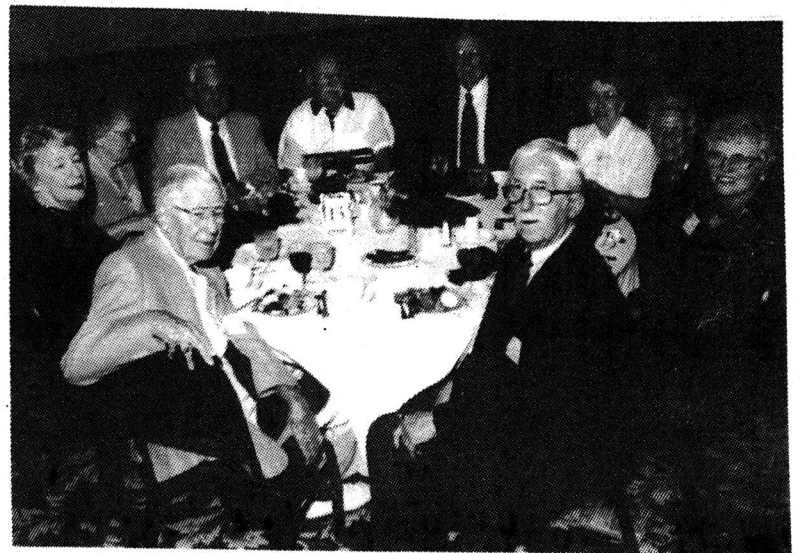
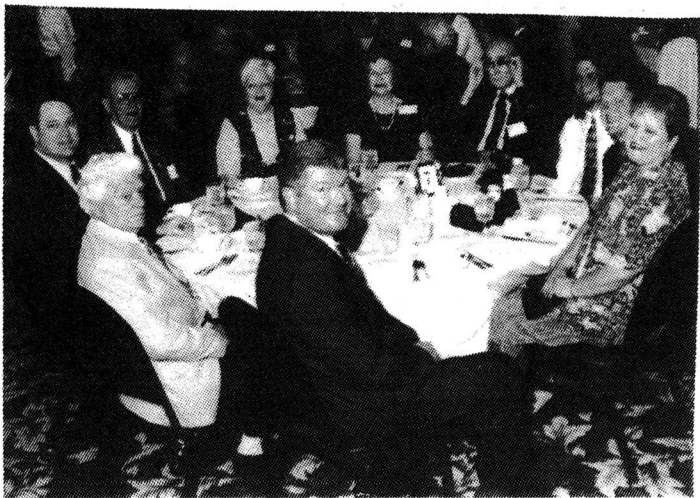
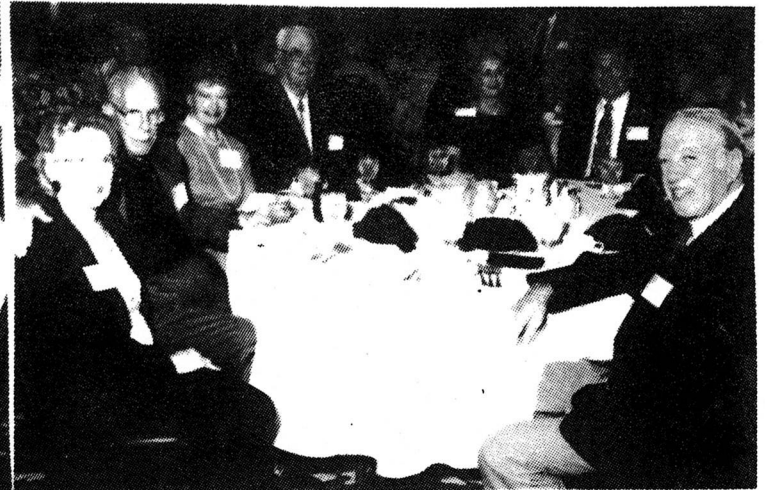
- 310th -

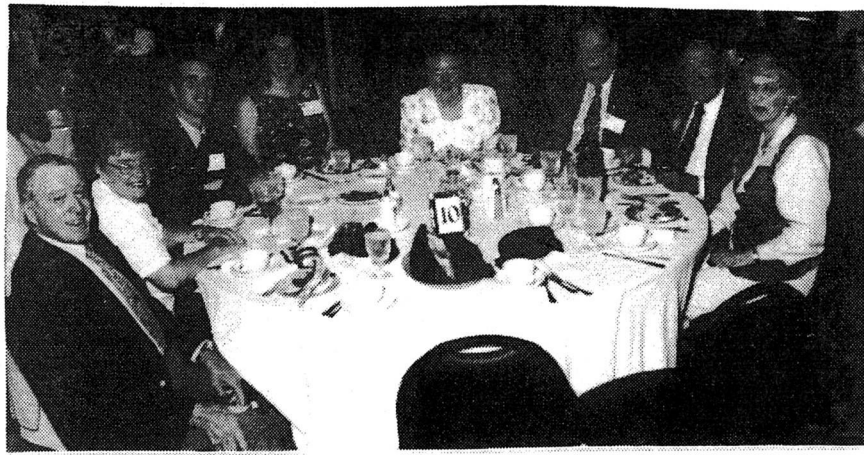


- 43rd -



- 34th -

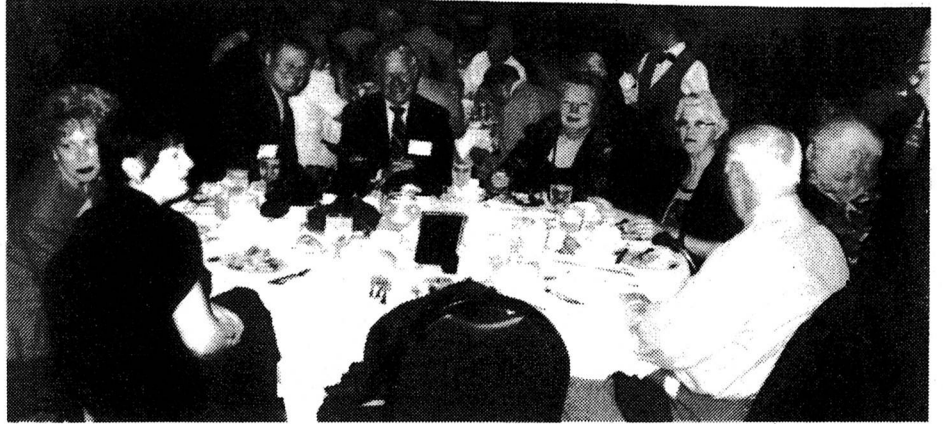




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Photos by:
Leonard Thomas
&
"Kit" Collins

Following are condensed versions of Recording Secretary Bob Cloer's official reports on the Board of Directors meeting and the Association's Business meeting held in conjunction with the Dayton reunion. The complete written reports can be obtained through written request to the Recording Secretary. Tapes are also on file and available for review by any member.

BOARD OF DIRECTORS

The meeting was called to order by president Ray M. Schwartz at 4:35 p.m., Friday, 25 August. A motion was made and passed to dispense with the reading of the previous Board meeting. Bill Brinson, chairman of the nominating committee, submitted the name of Bernie Brown as Vice President and those of Douglas Watkins and Evelyn Kowalchuk as Board members. The nominations were agreed to and will be presented at the Business Meeting for membership approval. Treasurer Sandy Friedman reported the Association's bank balance at \$9,240.71. The report was approved. Next, Friedman raised the question of disposal of funds when the Association becomes inactive. After much discussion the Board concluded this consideration premature and the subject tabled. Next, Friedman proposed that members who have never paid dues or attended a reunion be queried as to whether they desired to remain on the active list. This subject has been discussed extensively in the past and was again. It was decided that incoming President Ford would send a letter for such members to indicate their choice. Incoming president Ford advised he had contacted Armed Forces Reunions as to possible sites for the 2002 event. The Board discussed several. It was agreed to present three sites at the Business meeting for members to consider. A discussion was held on whether to provide 315th Caps to honorary members and others overseas who have been supportive of the Association. It was agreed to send 6 caps to such individuals. As proposed by incoming President Ford the Board agreed to minor changes to the Articles of Association. The Recording Secretary was directed to make such changes and print new Articles. To preserve the history of the 315th, Secretary Cloer advised arrangements have been made with The Institute on WWII and the Human Experience at the Dept of History, Florida State University. A notice will be included in a future Newsletter. The meeting adjourned at 6:12 p.m.

BIENNIAL BUSINESS MEETING

The meeting was called to order by President Ray M. Schwartz at 9:30 a.m., Sunday, 27 August. It was voted to dispense with the reading of the previous Business meeting minutes. "First Timers" were recognized. Treasurer Sandy Friedman reported an approximate \$10,000 balance exists. Further, that payment of back dues is not required. He confirmed that those unable to pay dues but wanting to receive the *Newsletter* will remain on the mailing list. Next, Nominating Committee Chairman Bill Brinson presented the following slate: Bernie Brown as Vice President, Evelyn Kowalchuk, 818th Air Evac Sq., and Douglas Watkins, 309th Sq. as Board Members. There being no nominations from the floor the nominees were approved. The Board suggested three cities (Memphis, Nashville, Harrisburg PA) as sites for the 2002 reunion. It was explained these candidates were offered by Armed Forces Reunions based on location, cost, etc. A number of alternatives were proposed from the floor, including a proposal that reunions be held yearly. Members voted to keep the every other year arrangement. As voting proceeded the candidate cities were narrowed with San Diego finally selected. A proposal from the floor recommended a portion of the existing treasury balance be placed in an interest bearing account. After discussion it was agreed the amount and location of the investment would be as approved by two thirds of the Board of Directors. Some administrative details were explained including sign up for the banquet and times for squadron pictures. Dick Ford inquired if the membership would support spending to dedicate a 315th Plaque to be placed at the USAF Museum. A motion approving such was made and passed. This is to be followed up by President Ford. There was discussion, in view of the treasury balance, as to possibly lowering the annual dues. Membership voted to retain the present amount. There being no further business the meeting adjourned at 11:05 a.m.

OFF THE GRAPEVINE

(AND OTHER QUESTIONABLE SOURCES)

VETERANS ADMINISTRATION

As a veteran, if you are interested in what services the VA can provide contact your nearest VA office and ask for a copy of the booklet: (*Federal Benefits for Veterans and Dependents-2000 Edition*).

MORE EXTRACTS FROM "GREEN LIGHT"

by Martin Wolfe.

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

Re Operation VARSITY (Rhine crossing): The number one concern of VARSITY planners, therefore, was that by delivering (two divisions) at once they faced a traffic problem of gigantic proportions. The armada they proposed to put up - more than 1,500 planes and 1,300 gliders - was going to be crowded together into a tight air corridor. All these planes and gliders had to arrive at invasion sites in the most rigorously orchestrated sequence. Therefore everything depended on each branch of troop carrier doing its job perfectly and on schedule...From tip to tail, VARSITY, once airborne, would measure more than 200 miles. It would also be very densely packed from side to side. ...plans called for seven different prescribed air speeds, depending on the plane and its load.

SUMMARIZING: How did the war affect our lives? There is near unanimity concerning one *social* change; everybody agrees the (service) taught us the value of being able to work beside and get along with a whole batch of different sorts of people. Not only did we learn to appreciate good qualities to be found in fellows from far-away parts of the United States - who might have funny accents and manners - but also we became more tolerant of people from ethnic minorities in our outfit; the Italians, Jews, Poles, Czechs and others from Central Europe.

MYSTERY SOLVED

Sherlock Holmes and Dr. Watson went on a camping trip. As they lay down for the night, Holmes asked: "Watson, look up into the sky and tell me what you see."

Watson said, "I see millions and millions of stars."

Holmes: "What does that tell you?"

Watson: "Astronomically, it tells me that there are millions of galaxies and potentially billions of planets. Theologically, it tells me that God is great and that we are small and insignificant. Meteorologically, it tells me that we will have a beautiful day tomorrow. What does it tell you?"

Holmes: "Elementary, my dear Watson. Somebody stole our tent?"

VISITING SPANHOE?

An E-mail from Ashley Stevenson reports new accommodations but a minute's walk away from Spanhoe on the Harringworth to Laxton road. Recently built, prices are reasonable. Phone 01780-450-328 or E-mail "jennie.spanhoe@virgin.net".

T-6 REBORN

(from *Daedalus Flyer*, summer 2000)

For the first time since the late '50s, Air Force Primary Flight training will be conducted in a single engine, propeller driven aircraft: the T-6A "Texan II." Powered by an 1100 horsepower engine it's initial rate of climb is 3,300 feet per minute. The Texan II has a modern cockpit and a zero-zero ejection seat.

AVIATION CADET MUSEUM

(from *Daedalus Flyer*, summer 2000)

A soon to be built Aviation Cadet Museum will rise at Eureka Springs, Arkansas. It will incorporate all the historical items associated with Aviation Cadets plus have 50,000 square feet of convention space as well as a complete Broadway style, live stage theater. You will even be able to fly your own simulator. Visit at: www.aviationcadet.com.

IT WILL NEVER FLY!!

(from a 54th TCW Newsletter)

When Lord Kelvin - the great physicist - was invited to join the Royal Aeronautical Society in 1896, he responded with these words: "I have not the smallest molecule of faith in aerial navigation other than ballooning, or of the expectation of good results from any of the trials we heard of; so you will understand why I would not care to be a member of your society." A couple years later - Thomas Edison - the great inventor - voiced this opinion. "It is apparent to me that the possibilities of the aeroplane have been exhausted, and that we must turn elsewhere." In 1901 - two years before Kitty Hawk - Wilbur Wright said to his brother, Orville: "Man will not fly for 50 years."

These stories prove Casey Stengle's point that "Predictions are difficult, especially about the future."

(A quote from Harry Stonecipher, CEO of Boeing)

WORLD'S THINNEST BOOKS

(thanks to Aubrey Ross)

- HOME BUILT AIRPLANES by John Denver
- THINGS I CAN'T AFFORD by Bill Gates
- THINGS I WOULD NOT DO FOR MONEY by Dennis Rodman
- AMERICA'S MOST POPULAR LAWYERS
- EVERYTHING MEN KNOW ABOUT WOMEN
- EVERYTHING WOMEN KNOW ABOUT MEN
- THE AMISH PHONE DIRECTORY

President's report

-First, all un-paid members will be mailed an inquiry and reply card asking if they want to continue to receive the *Newsletter*. This has nothing to do with dues (our treasury is able to cover this expense.) It's simply a matter of updating phone numbers of interested members and of cutting printing and mailing costs to those members or family members no longer interested. Dues remain at \$20 for two years.

- Second, 315th TCG plaques will be placed at the Air Force Museum at Wright-Patterson AFB in Dayton and at the 8th Air Force Museum near Savannah.

- Third, our articles of organization were revised to accurately reflect the membership of the Board of Directors, to authorize only routine expenditures without 2/3rds Board approval, and to eliminate an inactive provision for Board approval of a biennial budget by the incoming president.

The Board also authorized the following actions: transfer of reserve funds to an interest bearing account subject to Board approval; send a few 315th caps to special Spanhoe, English and Dutch historians and supporters; and continue the

availability of 315th caps at \$15 including S&H. (These are available from treasurer Sandy Friedman.)

In recognition of our advanced years and "senior moments," I have promised the Board that I will keep our new vice-president, Bernie Brown, fully informed on every-thing I do as back-up protection. I've already asked for the same dual coverage between treasure Friedman and assistant treasurer, Harold Slack.

I invite anyone who wants to contact me personally to do so either by letter, phone or fax (as of now, I'm not on-line). My address is P.O.Box 4399, Sunriver, Oregon, 97707. Phone (541) 593-6310 and fax (541) 593-3632. If you want to talk to me personally, don't let the phone ring the fourth time. If you do, you'll get an answering machine.

As a final thought and special privilege, I'd like to personally acknowledge and publicly recognize the tremendous performance of our recording secretary, Bob Cloer, who for countless years, has carried out his many mundane and time-consuming tasks unheralded and unrecognized in the performance of his duties, support and dedication to our Association. Thanks, Doc, from a grateful president. Dick Ford

OFFICERS AND DIRECTORS



*Richard T. Ford
*Bernard C. Brown
William L. Brinson
Robert L. Cloer
Sanford Friedman
Harold Slack

President
Vice President
Corresponding Secty
Recording Secty
Treasurer
Ass't Treasurer

*Evelyn Kowalchuk
*Douglas Watkins
*J.W. Way
*Lawrence Ison
*William S. Perkins
*Newman Riechman
*Ray M. Schwartz
Bill Trau

term expires 2006
term expires 2006
term expires 2004
term expires 2004
term expires 2002
term expires 2002
past president
alternate member

* Board Members

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.)*

J. Paul Lemaire	43rd Sq.	Sep 1998
William S. Misfeldt	43rd Sq.	Sep 2000
Charles E. Barg	309th Sq	Nov 1999
Luis M. Machuca	309th Sq	Feb 1998
Mrs Howard(Marie)Beagle	818MAETS	Jul 2000
Jack R. Gordon	unk	Jun 2000
Andrew J. Maimona	unk	unk
Mrs. Joseph Monroe	unk	unk

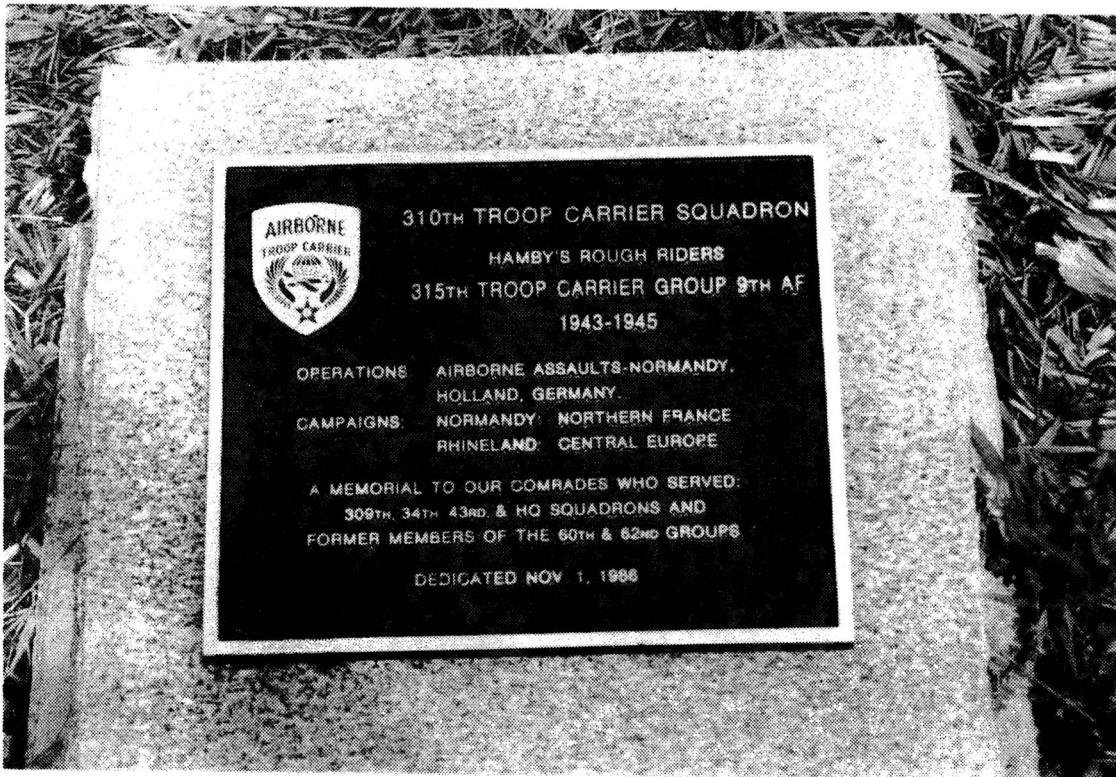
DONATIONS

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 from the following. *(since publication of the June, 2000 Newsletter):*

Adam Parsons (439th TCG)
Fritz Andrews
"Chappy" Kowalchuk

Given in remembrance of John Andrews, Marie Larriverre Beagle, Wilma Clive Boger, and those for whom Taps were sounded.

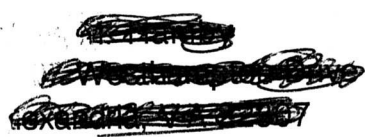


The photo, above, is of a plaque placed by the 310th Squadron in the Memorial Park of the Air Force Museum at Wright Patterson AFB. Dedicated in 1986 during a Squadron reunion, the project was spearheaded by John C. Stewart and James A. Linehan, former 310th Crew Chiefs. The Park, established in 1971, is now filled and contains more than 400 memorials. A supplemental Memorial Wall was erected to hold an additional 128 plaques. In anticipation of it soon being filled another wall is under construction.

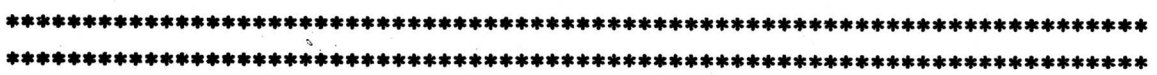
J. S. Smith, editor
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St. Petersburg, FL 33703

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ADDRESS SERVICE REQUESTED



**DAYTON REUNION
PHOTOS INSIDE**



*A Happy Holiday Season
from
the Officers and Directors
(and the Editor)*

