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THE GREATEST GENERATION

315TH NEWSLETTER

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



October, 2006

The 2006 315th Reunion in Branson was a great success. Branson proved to be a very hospitable town. The weather was beautiful, the accommodations were wonderful, the shows were exciting, and the time spent with fellow members of the 315th was enjoyed by all.

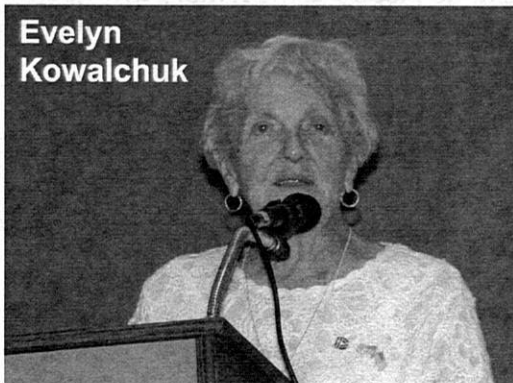
The second generation of the 315th made a strong showing and thoroughly enjoyed the Veteran's Memorial Museum, the Branson Belle, and the beauty of the Ozarks.

The highlight of the reunion was the banquet on Saturday night. Evelyn Kowalchuk was our guest speaker. She gave a very rare and introspective account of her experiences as a young nurse during World War II. It is hard to imagine what a difficult job that must have been considering the limited resources that were available to nurses of that era. "Chappy" walked us through her memories of time spent with soldiers. She recalled, "We were their girlfriend, their sister, their mother. Sometimes all we could do was hold their hand and be with them." Her description of moving the wounded in transport planes was somber. There were no beds, only two drugs were available to administer to the suffering men, wounded German soldiers were sometimes transported on the same flight while attending nurses attempted to keep it a secret. She gently took us back to a time and place that is difficult for her to talk about while relating a story that needs to be heard. We are so grateful to her for sharing with us and only wish that we had the foresight to tape her speech. We have asked her to write some of her stories down for the 315th and hope to print them in future issues.

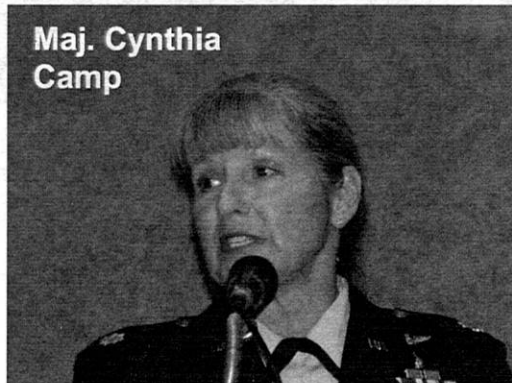
Dovetailing with Evelyn's talk was a presentation by Major Cynthia Camp of the current 315th Transport Unit. She is a nurse with the current 315th Air Lift Wing, Charleston, SC. Major Camp detailed the incredible advances in the medical and technological world that give aide to the young men currently overseas. Her stories describing complete operating rooms aboard the transport planes gave us hope for our young men risking their lives in the current war in Iraq.

Both Major Camp and Glenn Todd, TSgt, 315 Airlift Wing Historian invited us to have our next reunion at Charleston to see what today's generation is doing with the 315th.

Evelyn Kowalchuk



Maj. Cynthia Camp



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315th TROOP CARRIER GROUP ASSOCIATION

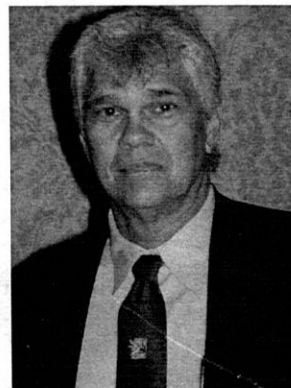
Olmsted, Florence, Aldermaston, Blida, Spanhoe, Amiens

OFFICIAL NOTICE BOARD

Message from the President

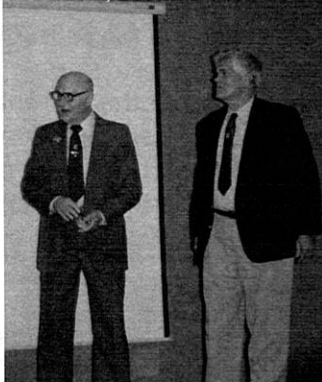
Passing the torch is a time-honored expression that is appropriate when one generation gives a younger one a charter to continue with something of value for future generations. The experiences and deeds of the men and women of the 315th Troop Carrier Group Association are more than worthy of such a charter.

The reunion in Branson, Missouri earlier this year provided me with an opportunity to meet again with many of the friends and colleagues who served with my father in WWII, and with some of their children as well. It was a rewarding experience on many levels. It was especially encouraging to see a growing number of second-generation members in attendance.



The reunion gave me further insight into what the 315th accomplished during WWII, and to what is being accomplished today by the 315th Airlift Wing out of Charleston, S.C. Clearly, the dedication, courage and resolve for completing our military's mission are in as good hands today, as then.

Jamie Zartman with outgoing President, Leonard Thomas



I would like to take a moment to thank Leonard Thomas for his hard work and many contributions during his tenure as President. His arrival at the previous reunion in Louisville, Kentucky, so soon after surgery, was a testimonial to his commitment and outstanding service to the association. Thanks Len, for a job well done!

As always, after a reunion is over, the question about the location of the next one soon arises. A successful reunion entails many factors, including timing, location, and advance preparation. Although a final decision has not been made, I believe Omaha, Nebraska deserves serious consideration by our Board of Directors as the site for the next reunion. I was very impressed with the potential of Omaha after reading about the new emergence of this vibrant city in the in-flight magazine on my return flight to Colorado from Branson. We will certainly need some help getting the next reunion planned and organized, so please contact Mary Lynn Schwietz or myself if you have any questions or can help get things moving, once a site has been selected.

Best wishes to all and stay well!

Jamie Zartman
42 Buffalo Lane
Carbondale, Colorado 81623

970-704-1857

Taps

With deep regret we record the loss of these comrades.

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

| | | |
|--------------------------|------------|--------------|
| Philip K. Shute | 54th Sqdn | 7 Oct. 2005 |
| George Waldron | 34th Sqdn | 20 Aug. 2006 |
| Ernest S. Henner | 34th Sqdn | 22 Oct. 2005 |
| Jack Alexander | 43rd Sqdn | 7 Mar 2006 |
| Nelson J. Lagendyk | 43rd Sqdn | 22 June 2005 |
| J. Robert Maney | 43rd Sqdn | 14 Feb. 2005 |
| Stanley E. Thomas | 43rd Sqdn | 28 Mar. 2006 |
| Lawrence "Larry" Bassett | 310th Sqdn | 14 Nov. 2005 |
| Garland S. Morgan | 310th Sqdn | 5 Oct. 2005 |
| James N. Drummey | 310th Sqdn | 14 July 2006 |
| Frances M. Grove | 309th Sqdn | Date Unknown |
| Irving "Jake" Sternoff | 309th Sqdn | 1 July 2006 |

Treasury Report

January 1, 2006 Bank Balance \$6274.45

Cash Received

| | |
|--------------------|-----------|
| Dues | \$1325.00 |
| Sales of caps | \$225.00 |
| Sale of lapel pins | \$30.00 |
| Donations | \$260.81 |
| Interest | \$6.47 |

Total Income \$1847.28

Expenses

| | |
|-----------------------------|----------|
| Cloer 2005 expenses | \$177.31 |
| 25 - 315 th caps | \$212.80 |
| February Newsletter | \$393.76 |
| March Newsletter | \$276.30 |
| Hospitality Room | \$92.15 |
| Branson Reunion | \$523.00 |

Total Expenses \$1675.32

July 10, 2006 Bank Balance \$6446.41

Dorothy Hamby, wife of the 310th Sqdn
Commander, Henry Hamby, and mother of Miles
Hamby - Deceased 14 July 2006 .



Miles Hamby, son of Sqdn Commander, Henry Hamby and Dorothy Hamby is sitting 2nd from the right.

Doc Cloer Retires

The first 315th Reunion I attended was in Seattle, WA many years ago. Not only was it was great fun but it was also a moving experience to meet the gentlemen my father had served with in World War II. One of the many amazing people I met that year was "Doc" Cloer. As an observer looking in at the reunion it quickly became apparent that Doc was a mover-and-a-shaker for the 315th. At reunions in the years to follow I realized he was - and still is - the glue that keeps the 315th together. Doc remains the ultimate networker, sort of the "Command Central" of the 315th, continually in touch with both retired and active servicemen, their wives and families, the folks overseas and many other TC Groups, all while consumed with the daily role of caretaker of his beloved wife. Simply said, Doc is one great guy and all of us who have had the opportunity to work with him consider it an honor and a privilege.

This year Doc Cloer is retiring from his job as secretary of the 315th. The following is an article Dick Ford put together detailing parts of Doc's experiences with the 315th. – Mary Lynn Schwietz



Robert L. Cloer mixed a 26-year Air Force career with a hobby that became the "glue" and "spark" to expand a 1947 reunion of the WWII 34th TC Squadron to include the entire 315th TC Group with a reunion in New Orleans in 1980. Biennial group reunions have been held ever since across the United States.

Bob started out as secretary for the first reunion of the 34th TCS in 1947 at Kansas City and continued as secretary at the second reunion again at Kansas City in 1950. He also published the newsletter and kept up the expanding roster from 1946 to 1950.

Only casual contacts occurred until 1977 when Bob was contacted by Bill Brinson, Col. retired, asking him for help in re-establishing membership contacts. Bob tackled the task by acquiring newspaper editors' addresses from a library and sending 600 letters asking for help in reaching former members of the 315th group. He received phenomenal support and was soon phoning cities everywhere with names provided from the media response.

In recent years this work branched out to establish contacts with glider pilot associations and other WWII troop carrier groups, resulting in a gathering of all TC groups at Los Vegas in the 1980's.

Bob, known as "Doc" in the 34th, has served continuously as group secretary to the close of the reunion this year at Branson. Earlier at the 2004 group reunion he was singularly honored for his outstanding service with a life membership award granted by acclamation.

Bob's military career started in 1942 as a private, but in January 1943 was accepted as an aviation cadet and, after flying school and troop carrier transition, headed overseas to England on a fast troopship to join the 315th TCG. Bob joined the 34th TCS as a D-Day replacement pilot and, after the war, established lifetime friendships during four visits to Holland and England, as well as with numerous WWII war historian contacts.

In 1970 Lt. Col. Cloer retired as CO of the 1937th Communications Squadron at Beale AFB, having completed 26 years of military service, including 22½ years of active duty involving world and combat area assignments while amassing nearly 6000 pilot hours.

Anyone who wants to drop Doc a note of thanks can do so by mailing it to: Robert Cloer, 1417 Valley View Drive, Yuba City, CA 95993. His email address is rlcloer@syix.com.

Still Celebrating the 315th in Poland

George and Marie Cholewczynski had planned to be at the Branson Reunion, but he called and told me that he was very sorry that we would not get to see each other there. The Queen of Holland had just out ranked us! You just don't pass up the chance for an audience with the Queen. A few years back, George did a book on the life of General Sosabowski. The book, Poles Apart, is now in the process of being translated in Polish and will be republished in Poland. – Doc Cloer



With profound regret, Marie and I were unable to attend the 315th Reunion in Branson. There was a conflict with another occasion concerning the 315th's comrades-in-arms - the Polish Parachute Brigade.

After 62 years, the Dutch Ministry of Defense decorated General Sosabowski posthumously with the Bronze Lion, and the Brigade was decorated with the Military Order of William - the nation's highest decoration!

As with the 315th's Royalty (Edward Fulmer and Cecil Dawkins having been decorated with the Military Order William) the surviving veterans, or their widows, were flown to the Hague, where at government expense, they were wined and dined for several days culminating with Queen Beatrix decorating the Colors of Poland's 6th "General Sosabowski" Air Assault Brigade in a most impressive ceremony.

One most unusual, and very happy event transpired - while having tea after ceremonies in the village of Driel, where the 315th dropped the Poles on September 21st, and having lost five C-47s, I had the pleasure of meeting Mr. Martin Glowacz-Henzel, who 62 years ago was an officer cadet in charge of a heavy mortar section. He flew on one of the only three planes from the 34th and 43rd Squadrons that managed to break through the weather and drop at Driel on the 21st. After a very pleasant conversation, Mr. Hensel left with a copy of AIRBORNE TROOP CARRIER 3-1-5 Group.

After my return, I made a follow-up phone call to Mr. Hensel, and to my surprise, informed me that his drop was immortalized in the book by the pilot of the aircraft that he jumped from by Bob Cook of the 43rd Squadron. After a quick phone call to Doc Cloer to confirm Bob Cook's phone number, the pilot and paratrooper have made contact - the first since a chance encounter on the streets of Stamford shortly after the battle....

The memories of each other were very vivid from that day so long ago when they flew and jumped through fire, and hopefully, the pair will shortly again see each other again face to face.

As an added note, books are still available...
AIRBORNE TROOP CARRIER 3-1-5 Group - - \$22.00 Postpaid
SKY BLAZER (George Doll's WW2 Diary) - - \$18.00 Postpaid



Since Katrina, my new mailing/e-mailing addresses are now:
George F. Cholewczynski
2709 Royal St
NEW ORLEANS LA 70117

Telephone: 504-944-1944
E-mail: walka-books@cox.net

Again, I, and Marie, were truly sorry to have missed you in Branson, but when I met the Queen, I had a pin in my lapel from Troop Carrier Command next to that of the Polish Para Association.

Dear Friends,

Some time I ago I asked you if you knew the difference between the Troop Carrier and Air Transport Group. I received several replies, thank you for those, many replied with the same answer, but here are some "statements".

Greetings from overseas - Jan Bos - Nijmegen, Holland

Difference between Troop Carriers and Air Transport Groups

(According to Troop Carrier Aircrew Members)

The TCG primary function is to carry troops (paratroops) and supply all their material needs, including evacuation of wounded troops to hospitals for treatment. TCG also supported material needs of ground troops, such as Patton's 3rd Army Tank Battalion.

The "ATG" (Air Transport Command) was assigned to the C-47's and larger C-54's for flying supplies over the hump in the Pacific war. Their primary function was to rush supplies by air to outlying bases in the South Pacific. I'm sure, also, that they ferried a lot of military personnel back and forth.

TCC Group performed, as you know, carried gas, supplies, picked up wounded, flew missions with gliders, paratroops, etc. ATC primarily delivered all aircraft from factory to training bases to bases of operation & aircraft depots all over the world.

Well, first off, the ATC ate much better. The primary purpose of the ATC was to transport material and personnel. They had bases set up between the US and most all of the overseas theatres of operation. They were never, intentionally involved in combat operations. Think of it as an airline operated by the military. As such, American politicians used the ATC to take them on their 'Fact Finding Missions' to overseas bases. Because they hauled so many of these vacationing politicians, they made sure the mess halls served the very best food. Then Senator Big Mouth could return to the states and tell how well out troops were being treated--good food--nice barracks, etc.,

The TCC was a combat unit. We towed gliders, jumped paratroopers, flew air rescue missions, dropped food and supplies by parachute, hauled gasoline, flew everything from ammo to toilet paper. We had flight nurses and litters in planes for air evac of wounded. The ATC offered very few of these services. They did fly soldiers back and forth to the States but troop carrying was not their primary reason for being. Many of their planes--perhaps all--I am not sure of this, flew unpainted aircraft. They had a lot of four engine transport planes. The amazing difference was in how much better the ATC lived. The ATC hauled material from the US to foreign bases, and operated a private airline. The ATC got the best of everything. They had to look good because of the type passengers they carried.

As I recall during World war II Troop Carrier Command were normally organized in to Troop Carrier Wings made up with several Troop Carrier Groups (TCG) and a Group normally consisted of four Troop Carrier Squadrons. Troop Carrier with their C-47's and C-46's hauled airborne troops and dropped them into combat zones, plus hauling supplies into combat zones supporting Combat Troops

Air Transport Command supported the Military by hauling military personnel and supplies in C-47's to support the Military. But normally did not fly in combat zones. I am not familiar with their organization as to being organized in to Groups or Squadrons. They were normally referred to as Air Transport Command (ATC)

The ATG boys were an air service flying supplies and people between US and Europe. They did not enter combat or have contact with the enemy. You must remember the DC 3 (C-47) was the airplane that was equipped to fly passengers and supplies at beginning of war, a few smaller versions of the DC 3 existed but war was almost over

before we got a bigger version of the C-47 and for the life of me I can't recall it's model number, believe it was C-46. After the war we had the C-51 a four engine of a larger C-47.

Air Transport Command (also derisively known as "Allergic To Combat"). One of their jobs was the delivery of new aircraft to various operational units. Also, they ran sort of a courier service from airfield to airfield within the USA, this more or less on a scheduled basis. I never heard of the ATC doing such flights within foreign countries. Anybody know of such? I do know MATS (Military Air Transport Service) used to run the California-Hawaii run, and the Hawaii-Tokyo run, amongst others. This does not mean there were no Air Transport Groups, which would have been operating under control of the Air Transport Command---it is just that I have never heard of such. But then again, WW-II was one helluva big war with 15 million US service people involved. I do believe the Women's Air Service Pilots ---"WASPS"--- were under the jurisdiction of ATC. Amongst their jobs was towing targets for the bomber guys to shoot at. Sounds dangerous as hell to me. I do know the WASPS were also heavily involved in deliveries of new aircraft. Some time ago I read of the numbers of women pilots involved, and that several of those neat gals had lost their lives in the work, but I have forgotten the exact numbers.

The major difference between the TCG and the ATG is that the TCG was primarily given the combat mission to tow glider, drop paratroopers or parapacks during combat operations. The ATG was more of a non-combat air cargo transport service. The Air Transport Command (ATC) preceded the TCG.

There were Air Transport Groups, they came in many forms, and some like the WASPS transported new airplanes to places they didn't want to send the WASPS. Example: Over the hump in China and into Singapore when it was too close to the action. Also he said they were sometimes made up of squadrons of aircraft from several branches of the service.

- ■ Time for a quickie?
- ■ Quickie #1
- ■ One day, Jay Dini came home and was greeted by his wife dressed in a very sexy nightie.
- ■ "Tie me up," she purred, "and you can do anything you want."
- ■ So he tied her up and went fishing.
- ■ Quickie #2
- ■ A woman came home, screeching her car into the driveway, and ran into the house. She slammed the door and shouted at the top of her lungs, "Honey, pack your bags. I won the damn lottery!"
- ■ The husband said, "Oh my God! What should I pack, beach stuff or mountain stuff?"
- ■ "Doesn't matter," she said. "Just get the hell out."
- ■ Quickie #3
- ■ Marriage is a relationship in which one person is always right, and the other is a husband.
- ■ Quickie #4
- ■ A Polish immigrant went to the DMV to apply for a driver's license. First, of course, he had to take an eye sight test. The optician showed him a card with the letters: 'C Z W I X N O S T A C Z.'
- ■ "Can you read this?" the optician asked.
- ■ "Read it?" the Polish guy replied, "I know the guy."
- ■ Quickie #5
- ■ Mother Superior called all the nuns together and said to them, "I must tell you all something. We have a case of gonorrhea in the convent."
- ■ "Thank God," said an elderly nun at the back. "I'm so tired of chardonnay."
- ■ Quickie #6
- ■ Fifty-one years ago, Herman James, a North Carolina mountain man, was drafted by the Army.
- ■ On his first day in basic training, the Army issued him a comb. That afternoon the Army barber sheared off all his hair.
- ■ On his second day, the Army issued Herman a toothbrush. That afternoon the Army dentist yanked seven of his teeth.
- ■ On the third day, the Army issued him a jock strap. The Army has been looking for Herman for 51 years.



**World War II
315th Troop Carrier Group
Association - U.S.A.A.C.**

20 May 2006



The Biennial Business Meeting was called to order in the Hospitality Room of the Settle Inn in Branson MO by the President, Leonard Thomas at 9:00 AM. He said this will be a short meeting so all can get to the Showboat Branson Belle lunch cruise by 11:00. He introduced the new incoming President, Jamie Zartman. Jamie said that he was honored that the members had chosen him to serve as President for the next two years and he was looking forward to carry on in the great reputation of the old 315th. His phone and E Mail would always be open for recommendations and suggestions from all of the members.

The President asked for a reading of the minutes of the last Business Meeting at Louisville, KY. As the minutes had been posted on the bulletin board for the past two days for all to read, a motion was made and passed to suspend the reading of the minutes. A Treasurers report was asked for, Dick Ford reported with the dues that he had collected so far, the balance at this time was \$7,114.60.

As so many of the 2nd generation have come forward to offer help and fill offices - - The Old 315th Troop Carrier Reunions will continue - as long as anyone can show up. The one thing that keeps the unit together and going - is the newsletter. Mary Lynn Schwietz said that she would continue as Editor, if she could have Cathy Beck do the computer work. The Board voted to pay for that assistance.

Michael Knight said that he would take on the job of Secretary and keep the roster up to date. So all address changes - phone numbers - and etc., should be sent to him.

Many War Stories were told at about this stage of the meeting - many were funny - and some really happened. The question came up - - Where will the next reunion be ? This will be decided by the new President, with the approval of the Board of Directors.

Jamie Zartman said that he would be glad to have recommendations from all the membership. He felt that one of the most important things was to be sure that the location was easy to reach for our old membership, one of the problems here at Branson. Another plus would be a location where we had members located that could help plan the reunion. Past President Bernie Brown said that Omaha, NE has been proposed the last two or three times, and we have not made it yet. He said that we have members who live in Omaha who said they would help and others who live nearby who have volunteered. Reno, NV was another location suggested again. Miles Hamby volunteered again to host a reunion in Washington DC and listed the long list of interesting things to see. The members voted to leave the time and location of the next reunion up to the new President and the Board of Directors.

Maj. Cynthia Camp, from the 315th Air Lift Wing, Charleston, SC said that she thought that some of our old 315th members would find it interesting to see what today's generation is doing with the 315th. If we would like to have a future reunion at Charleston, she would be glad to help. Leonard Thomas explained that the reason that we had to cancel our plans to have the 2006 reunion at Charleston was there are just too many problems going on around the world. As a result, most all of the 315th Air Lift Wing are gone all of the time and no one was left there to help.

Dick Ford said there is a cocktail party tonight at 6:00 and the Banquet will start at 7:00. He would like most to be there by 5:30 so he can start taking the Squadron Pictures, starting with the 34th Sqdn. 43rd - 309th - 310th & Hqs. Leonard Thomas introduced our guest from England, Steve Barker. This was the Gentleman who organized the "Operation Spanhoe" the 60th Anniversary of V.E. Day honoring our WW II 315th men.

Thomas and Dick Ford told about the trip over in that monstrous C-17 that Col. Cook flew them over in. They had installed airline seats on pallets for them and there were two restrooms on pallets. This was a Medical Unit training flight - so they had a medical team aboard to look out for these old WW II guys. Ford said that it was just hard to explain the emotions they all felt when they arrived at Spanhoe. The love, affection, gratitude, shown to us all by the English people was something that brought a tear to your eye. Everybody wanted to shake hands with you, or have their picture taken with you. It was gratitude meant for ALL of the old 315th. We were proud to be there to represent you and all that were there during WW II.

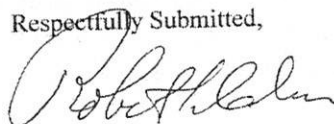
The nominating committee was as to present the list of Officers and Board Members for the coming years. The list was read and the nominations were open from the floor. There being none a motion was made and passed to accept the list as presented. Those elected to serve for the following years are:

- Leonard S. Thomas ----- Past President
- Jamie Zartman ----- President
- Gary Ertel ----- Vice President
- Michael Knight ----- Secretary
- Richard T. Ford ----- Treasure
- Cathy Scott ----- Asst. Treasurer
- Brian J. Reading ----- Term expires 2012
- Valery Smith ----- Term expires 2012
- Marc Snadall ----- Term expires 2010
- Roland Pence ----- Term expires 2010
- Peter Kowachuk ----- Term expires 2008
- DoUg Watkins ----- Term expires 2008
- Gayle Barnard ----- Alternate Board Member
- Mary Lynn Schwietz ----- Newsletter Editor
- Cathy Beck ----- Asst. Editor
- Miles Hamby ----- Web Master

My old recorder gave up the ghost on this last meeting that this old Secretary for the past 30 years or so will report. It missed some good war stories - but you know what will be the future of our Great Old 315th. Be sure to send all of your address changed to Mike Knight. !!

Robert L. Cloer, Secretary (Retired)

Respectfully Submitted,



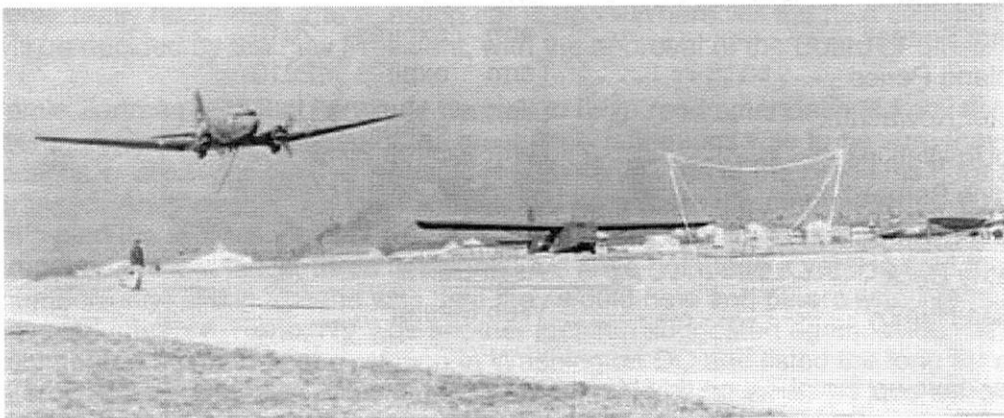
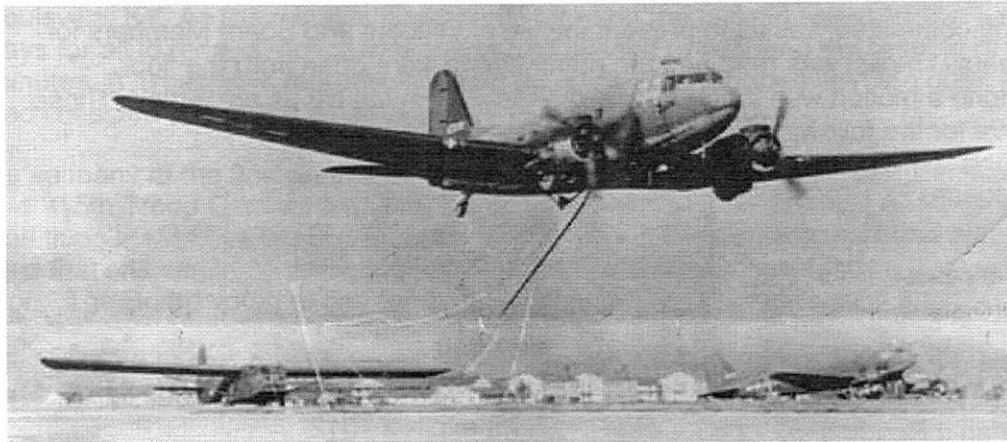
Dear Friends,

See these beautiful pictures, found them at the following site:

<http://www.af.mil/news/airman/0403/glider3.html>.

Perhaps you, too, had the glider pick-up mechanism installed in your plane, do you have pictures of the mechanism in your plane, information as to the pick up or perhaps you even were the glider pick-up (both in training and evacuation behind the frontlines or from the landing zones. Who can help?

Have a nice day, greetings from overseas
Jan Bos from Nijmegen, Holland



A Douglas C-47 approaches a towline (top photo) designed to pull a CG-4A glider into the air as part of a pickup technique, nicknamed the "snatch," at Wright Field (Wright-Patterson Air Force Base), Ohio. A hook trailed from beneath the rear fuselage, and like a giant airborne fishing rod, the tow plane approached the glider. Two poles in the ground held the towline, attached to the glider. Flying just above ground level, the hook snagged the glider towline, pulling the glider from a standstill to 120 mph within seven seconds.

Time to Remember Again

Dear Friends,

Last week you had 9/11, the date that both you and I will not forget. American again went to war against terrorism. I compare the date with Sunday 7 December 1941 when the United States was also dragged into the war. When Ans and I witnessed the hijacked planes entering the WTC, the Pentagon and in Pennsylvania, we stayed tuned, we were shocked and I cried. Now five years later we again witnessed the ceremonies.

Coming Sunday it will be exactly 62 years ago that Troop Carrier planes dropped paratroopers from the 82nd Airborne Division jumped on the fields around Groesbeek [DZ N and DZ T] and Overasselt [DZ O]; after the last parachute serial [376th Parachute Field Artillery Battalion] was dropped on DZ N, 50 Waco gliders delivered the first vehicles, medical supplies, extra ammunition etc. The troopers went out to their targets. Several C-47s were shot down that day. Not only did the troop Carriers drop the 82nd Airborne Division, but also the 101st Airborne Division near Veghel-Son; American Troop Carrier planes were also involved in dropping paratroopers of the British 1st Airborne Division near Arnhem-Oosterbeek.

Monday 18 September marked the day of heavy fighting in the Nijmegen-Groesbeek-Overasselt-Grave area. Troop Carrier C-47s towed 450 Waco gliders to the landingfields around Groesbeek, delivering the 456th Parachute, 319th and 320th Glider FA Battalions, plus 80th AA/AT Battalion. Also in the Eindhoven area glider pilots were involved in landing glider infantry. Glider pilots were given several tasks, guarding prisoners, but were also sent to the frontlines, where they fought shoulder-to-shoulder with the paratroopers.

Tuesday 19 September resupply missions were scrubbed in England, bad weather, over here in Holland was perfect weather. C-47s were not able to take off due to very low overcast, fog, etc. Several airplanes took off, but were called back. There was one C-47 who did not receive the call back sign and continued on. On board were 17 paratroopers of the 1st Polish Independent Parachute Brigade. When the pilots discovered that they were all alone over western Holland, the Polish officer was called to the cockpit. Finally the paratroopers were dropped over western Holland. The C-47 was fired upon and was damaged, but able to return to England !! What a story!!

On Saturday 23 September 1944 finally the 325th Glider Infantry Regiment came in on LZ O at Overasselt, the fresh troops were rushed to the battlefield. Again glider pilots were used for different tasks.

On 26 September 1944 a total of 209 C-47 landed on an emergency field in the old bent of the Maas River, west of Grave, they delivered supplies and evacuated wounded troopers and POWs [who remembers this and who may have some pictures], Glider pilots were also evacuated through this airstrip. Who remembers this day, who may have pictures of the airstrips and C-47s on this strip, how many planes landed at the same time, the field was too small for all 209 planes to land, so others had to circle, while others landed, unloaded, loaded and took off, who were the crew members of the first plane to land, what Troop Carrier Group, what was their task. WHO MAY HAVE PICTURES ?????

On Saturday 16 September 2006, British and Polish paratroopers jumped from C-130 Hercules planes on the Ginkels Heath, west of Arnhem-Oosterbeek, among them were also six British veterans !!

On Sunday 17 September 2006 a plaque will be unveiled in remembrance of the crew of a C-47 that was shot down over DZ T. Paratroopers from B Company 508th had just jumped from the plane. The crew and plane belonged to the 441st Troop Carrier Squadron. The crew chief was able to bail out and survived, the remainder of the crew was killed. Several veterans and family were present at the unveiling. I will take several pictures and send them soon, together with names, etc.

Several veterans of the 82nd Airborne Division and Mrs. Barbara Gavin - Fountleroy and her husband Clancy Fountleroy were visiting the Nijmegen-Groesbeek area, they were present at several ceremonies. Barbara Gavin is General James Gavin's daughter

On Tuesday 19 September 2006 a ceremony will be held at the Waal River crossing memorial on the north bank of the Waal River, will take some pictures and send them soon.

Greetings from overseas

Jan Bos

Nijmegen, Holland

12



315TH NEWSLETTER

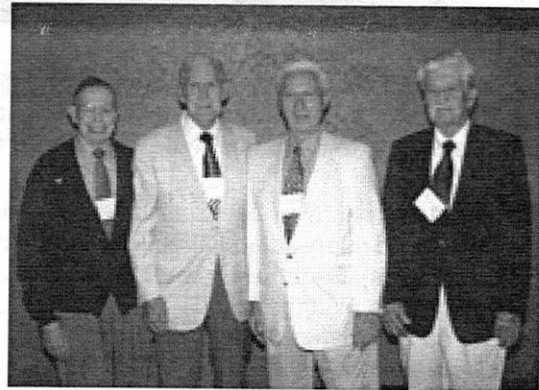
Picture Page



Thirty-one proud 2nd, 3rd & 4th "Later Generation" Members



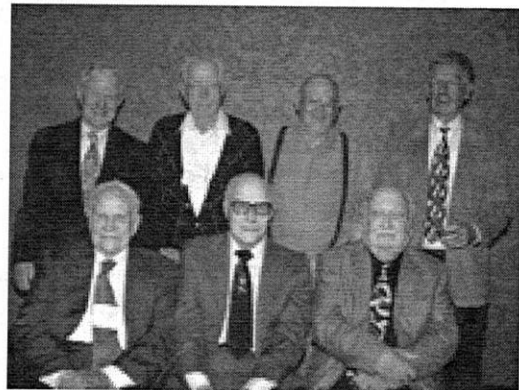
34th Squadron, Hdqtrs 818th, 1st Sandy Friedman (HQ), Evelyn Kowalchuk, (818th), 2nd Art Ertel, Dr. Newman Riechman, Bud Pence, Bob Cloer



43rd Squadron Wally Russell, Bernard Brown, George Hoffman, Kenneth Ganther



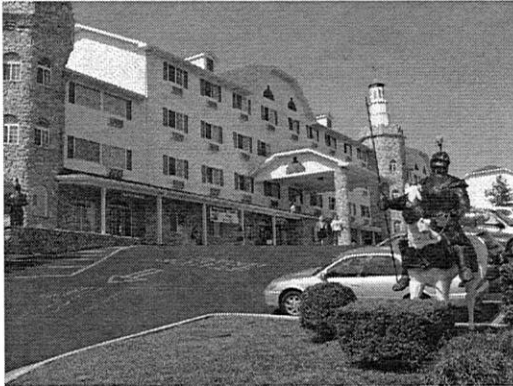
309th Squadron - 1st Doug Watkins, John Geist 2nd Robert Bremerkamp, Steve Johnson, Pete Teresi



310th Squadron 1st Allen Delane, Len Thomas, Ted Stewart 2nd Dick Ford, Bill Parker, Dewey Lindsey, John Edney

Sights and Scenes

and Fun Places



The hotel where all the fun happened



Maj. Cynthia Camp, Jamie, and Southern Belle



Dinner and entertainment on
The Branson Belle Showboat



Veterans Memorial Museum



Boarding The Belle,
Pete Teresi, Valerie Smith, Doc Cloer



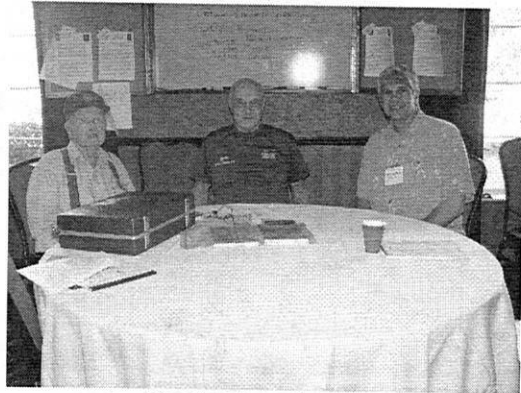
Doc Cloer in front of the world's largest war memorial bronze sculpture (over 70 feet long, weighing 15-tons) which is the hallmark of the Veterans Memorial Museum and features 50 life-size statues storming a beach. The life-size figures were modeled after a combat soldier from each of the 50 states. The statue is surrounded by the names of those killed in action during WWII.

14

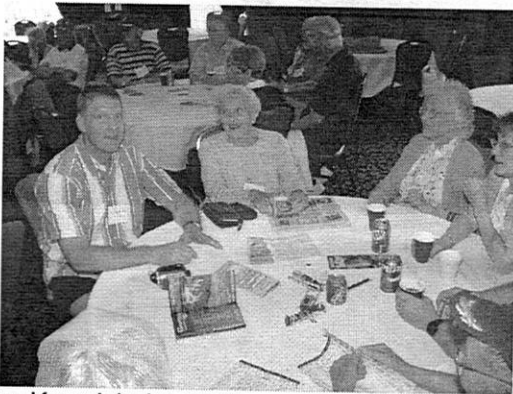
More Sights, Scenes and Fun People



Let's get this meeting started



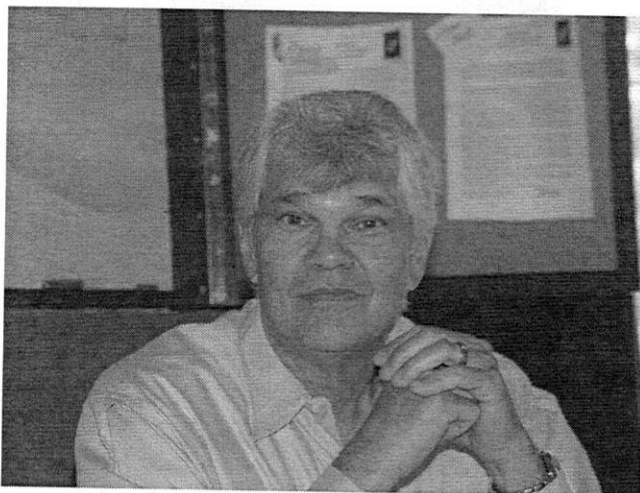
Our fearless leaders



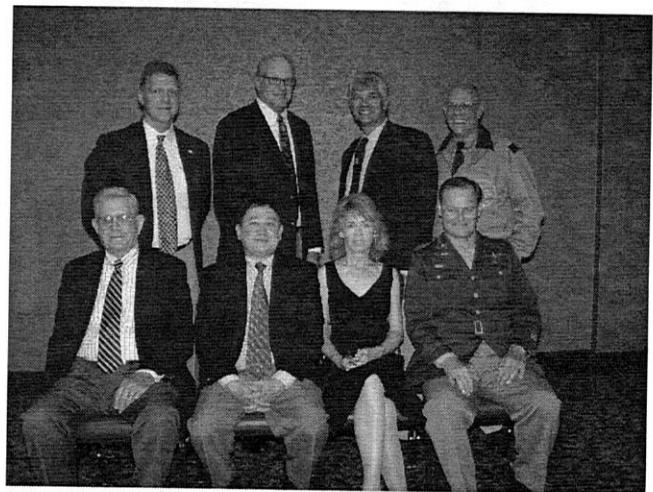
The Kowalchuks, mother and son telling stories



Waiting for the fun to begin



Jamie Zartman, President



Board of Directors

Bottom row: Doug Watkins, Gary Ertel (VP), Valerie Smith, Chip Hamby
 Top row: Peter Kowalchuk, Marc Sandall,
 Jamie Zartman (Pres.), and Michael Knight (Secr.)
 Not pictured: Dick Ford (Tres.)

Memories...

15



WW II Operating Table



Storming the beach

Time to wrap it up...



Evelyn Kowalchuk with her award



Glenn Todd, 315 Airlift Wing Historian

A Few Funnies...

LIVING WILL

While watching a baseball game a couple weeks back, my wife and I were discussing life and death. I told her, "Just so you know, I never want to live in a vegetative state, dependent on some machine and fluids from a bottle. If that ever happens, just pull the plug."

She promptly got up, unplugged the TV and threw out all my beer.

Some days I hate being married to a smartass.

1. Jim Baker and Jimmy Swaggert have written an impressive new book. It's called "Ministers Do More Than Lay People."
2. Transvestite: A guy who likes to eat, drink and be Mary.
3. The difference between the Pope and your boss ... the Pope only expects you to kiss his ring.
4. And for all of us over the age of.....well you fill in the blank...
My mind works like lightning. One brilliant flash and it is gone.

Letters to the 315th

Dear friends, please follow the correspondence between Keith Smith and Gerald "Bud" Berry, who was a pilot in the 439th Troop Carrier Group and who flew the Remagen Glider Snatch mission. Bud was in my article "Glider Pickup at Remagen". The story appeared in The Dakota Magazine. I enjoyed it. I hope you do, too. – Jan Bos

Hi Bud,

Thanks for an interesting and informative letter.

As a boy, I used to go to the airport at my home town (Clarksburg, WV) and watch All American's Stinson make their drops and snatch the mail. Little did I think then that I would one day be on the receiving end of that snatch.

As a post-war pilot, flying gliders was a fun thing and the pick-up was always a treat. I never flew the snatch plane and none of my student glider pilots ever pulled up so sharply as to hit the elevator, however, I do recall that it happened at least once while I was instructing at Greenville. It didn't happen during the school, but at one of our many firepower demonstrations.

One student officer sticks out in my mind because of his tragic end. It was the summer of 1948 and a hot day. We were scheduled for the traditional "graduation" flight for this class of students. The flight was a formation of three C-47's with six gliders on double tow. It being a hot day, we had taken the cockpit doors off the CG-15A that we were flying, as well as removing the two triangular emergency doors in the cargo compartment to get good circulation of the air through the glider. My student was a recent arrival in the 316th TCG, a 2d Lt. whose name escapes me.

We took off on the long tow behind the C-47 on the right wing of the formation "V." The mission was scheduled as a "low-level cross country" flight. Our understanding was that the tow planes were not to fly lower than 75-feet above the ground. There was nothing said about how low the gliders could fly! Once away from the base and the civilization surrounding Greenville, the lead C-47 dropped down to around 100 feet or so over the rural area. We were having a grand time. I saw a barnyard ahead directly in the line of flight of the lead plane. As he flew over it, a cow in the fenced area was frightened and ran around the corner of the barn heading for a door, which unfortunately was close and the poor thing ran full tilt into the door. That's all I saw as we swept over the scene.

A bit later we were over a large cotton field and both of the gliders on our tug were brushing the cotton with our wheels. My student asked if it was OK to brush the wheels in a tree. I guess I was caught up in the excitement and said, "Sure. Why not?" I had the image that he would drop down from above the forest and brush his wheels in the tree like we had the cotton. But that's not what he had in mind. As the trees at the edge of the field came up he pulled up with the intention of brushing the wheels through the trees, but misjudged and hit the tree about 10 to 15 feet from the top! I was not quick enough to take any corrective action. All I remembered was hearing the loud bang as we hit the trees and the limbs flashing past the open door! I tried to stick my head out the open door to see if we had sustained any damage to the tail. It was hard to tell, but everything looked OK and the glider was flying. At the time, we were doing about 120 MPH.

The rest of the flight was pretty normal, if you can call flying for an hour at less than 100-feet normal. There was one more incident, not of our making. At one point we hit a large bird. It came in from the right side missing the canopy, but hit the fuselage at the edge of the open cargo door just behind me. The impact distributed guts and feathers in the cargo compartment and along the outside of the fuselage in almost equal quantities.

When we landed, we were met as we climbed out of our gliders by a posse of military police and escorted to base headquarters where a group of very angry officers demanded to know what the hell we had been up to! I must have missed some of the excitement from my position on the right side of the formation. It seems that one farmer cultivating his cotton on a tractor had been so startled by our low flight over his head that he had jumped off the tractor which continued to the end of the row and turned over in the ditch. One area was left without electricity when someone hit a power line. The report of a witness was, "The tow plane went under the wire and the glider went over it." But the crowning blow was that in another field an old negro man was cultivating with a team of mules and that they ran away and one mule was badly cut up on the legs by the cultivator. The mule was "put down" and the farmer was demanding payment!

17
I was really in hot water as my glider had numerous small branches with leaves still in the struts supporting the stabilizer and stain from hundreds of leaves racking the body and wings. In addition, there were guts and feathers of a bird, which my friends (?) claimed were those of a chicken all over the insides and outside of the fuselage. There was no doubt that I, at least, had been flying too low! Everyone was threatening me for payment for the mule!

It all worked out in the end, but that was the last of the "graduation low-level cross-country" flights!

But it was about the 2d Lt. that I want to tell you. The school kept running and in the next class we were doing our night flying work. We would fly a double tow and land in the grass between the inactive runways (all runway lights were extinguished) using about four flare pots to mark the landing area. Normally, we were towed by C-82's, but this night one of the tugs was a headquarters C-47 (it may have been one of the snatch 47's - I'm not certain). The copilot was the 2d Lt. with whom I had shared the fun of the low-level cross country. My students and I (we normally flew with two students per flight) had made one tow behind the C-47 and I had call them on the intercom and told them that their formation lights appeared to be very dim. We landed and had been towed by a weapons carrier back to the start line and were awaiting our turn to be towed aloft again, when we saw a bright flash and then a fire about a quarter mile away. One of the tugs had crashed. It was the C-47. He had reported to the tower that he had smoke in the cockpit when he flew over to drop his tow line and somehow lost it in the 270-degree turn he normally made after dropping the line as he flew to the final for the runway. That night and the cross country were two of my most lasting impressions of glider school.

Sorry for this rambling letter, but I thought that it might be of interest to know what glider flying was like after the war. I have had a couple writers offer corrections to my faulty memory, which I gladly accept and appreciate. As "they" say, "One of the first things to go is the memory!" I would be happy to continue correspondence with you.

Cheers! Keith

And Bud's response to Keith.....

Thanks for your comments re: the snatch at Remagen. There have been so many articles written about the snatch technique that have given all sorts of conflicting data. For your information I graduated from the Cadet program in the class of 43 J. Immediately I went to Bergstrom at Austin, Texas for transition training in C-47's. In March of 1944 I went to Baer Field in Ft. Wayne, Ind. for overseas shipment. My first contact with glider snatch was immediate as I was assigned as pilot of aircraft # 43-15213 to fly the southern route to England. That aircraft had a pick-up mechanism installed. I was instantly interested as I had been introduced to the air-mail pick-up service, where they used 450 HP Stinson high wing monoplanes to drop and snatch mail bags in small towns in western Pennsylvania and West Virginia. That was in the mid to late thirties.

When I landed in England I was assigned to the 439th TCG. Upon exiting the plane at the 439th base at Balderton I was stopped by a Major who wanted to know all about the engines and stability of the airplane. It turned out that he was the 91st Squadron CO and was somewhat of an expert in glider snatch so he took that airplane as his ship and took me as his co-pilot. With him we made many snatches and he checked me out on the technique. I never attended any training schools of that kind but after he was transferred out of the Squadron and the only other pilot qualified in snatch was shot down on the Normandy mission I was the only one left qualified to do the work. Later on I met Tom Beavers who was a on assignment to the RAF and Army Air Forces as a Technical expert in all kinds of pick-up work. Tom was an employee of All American Aviation and I learned a bit from him and flew with him on a couple of occasions.

I don't know what the official training info was but based on a number of articles I have read they varied from the standard methods and speed I used all the time. For example, all the pick-ups I made used an approach speed of 120 MPH air speed. As I passed over the station the throttles were firewalled. The angle of climb out was dependent on the weight of the glider and any possible obstructions in the flight path. I have never experienced a pick-up where the height of the glider presented a danger. I know that is possible but I guess I was fortunate in snatching good glider pilots.

Until you mentioned the Guillotine I had never heard of it. I did know that there was on explosive charge which was designed to rupture the cable in and emergency. The box with the buttons for using this was on the firewall behind the pilot and never did we have the copilot with his fingers on that button. I guess there were many

training lessons that went begging back in those days and we are now finding out how some of the lack of knowledge could have been our demise. It seems as though Tom Beavers would have straightened us out.

One last comment; many articles have been written on the Remagen snatch of wounded and most of them contain inaccuracies which I have called attention to on occasion. Jan Bos' article is no exception. There are statements in the article which would seem to be my quotes but I assure you they are not my words. Some of this problem is caused by individual memories. where we do not all remember the mission in the same way. What I have tried to do is get as many facts as possible, such as Special Orders showing who received awards for the flight, and letters with specific statements of incidents and happenings which would perhaps have made the memory sharper.

I would be happy to share experiences with you and help to clarify differences in the equipment etc if you would like.

Best regards, Bud Berry

More Letters to the 315th

From Joan, wife of Harry Black – The Blacks planned the Albuquerque Reunion but sadly, Harry passed away a few months before the reunion. Bernie and Bette Brown stepped in and finished the job with the help of Joan.

Thanks for the reminder about the reunion but without Harry there, I would be lost. My thoughts will be with y'all & I look forward to an account of the gathering later in the Newsletter.
Take care & keep in touch. **JOAN**

From J,W, Way - One of our long time Board of Directors and hard workers

I am sorry to inform you that my health will not allow me to attend the reunion. Give the guys who are there, my very best wishes for a great reunion and the best in all that they attempt in life. **JAY**

Dear Friends,

We write on behalf of our mother and our family with great sadness about the passing of Irving Sternoff, late yesterday, July 1st. As many of you know, he had been in declining health for many months. Yet, until his passing, all of you were in his mind and in his heart. He was very sorry that he could not be with you, but he appreciated keeping in touch with you through messages and conversations. As he said many times through the years, and as he wrote, his experience serving our nation was among the proudest moments of his life. You may also know that my father never took anything or anyone for granted, and he never passed-up an opportunity to give to others. He would want us all to remember our veterans and care for them now and forever more. To do so now, upon his passing and in memory of him, would be a great tribute to him.

In the days ahead, those who met or know our mother are welcome to call her at 425-828-0662.

bill@sternoff.com 425-467-6580 - **Minnie Sternoff, Bill Sternoff, Bob Sternoff, Sandy Sternoff-Allen**

Thomas Carter was the crew chief on Capt. Bohannon's crew, the first plane that was shot down in Holland. He was the only one that was able to jump. He and most of the Paratroops were POWs. Some of these notes I receive might be of interest to others in the newsletter. - Doc

It was nice talking to you Sunday. Since you were flying on our right wing, what did you observe when we go hit? I was standing by the back door when I heard a pop and one of the troopers fell on the floor. I heard another pop and looked out the door and saw the left engine was on fire. I reached for the intercom to tell the pilot that the engine was on fire when the entire plane filled up with smoke. I waited a couple of minutes for the troops to jump

but only two went out the door, and I decided to jump. I did not know why the others did not go out the door until we got on the ground, and they told me the bottom melted out from under them, and they fell through the floor. They had burns on their faces and hands but otherwise they were not hurt much.

I noticed that the land was flooded as I was floating down and pulled my shroud lines so I would not land in the water. I landed on top of a house and fell off. I looked up and saw the aircraft go down, and saw some P38s flying over. It was a few minutes before we got together, and we met up with the Dutch Underground, but the Germans came too soon for us to get away. This was my first flight with Capt. Bohannon.

If you have any memories of September 17, 1944, I would like to hear from you. I would also like to know of Paul A. Panza, my radio operator when going overseas. My e-mail address is tnccarc@aol.com. - **Tom Carter**

And another note from Tom Carter....

Reading Charles G. Voegelins story brought back memories. I was in the same group of planes that he was. I remember the dog and Cpl. Lynch. When we got to England the dog was put in quarantine for 90 days. Lynch sure did love that dog and he counted the days when he would get him back. The dog was a black and white mutt and it loved Lynch. I did not realize that we were flying over enemy territory on that last leg.

Sometime in May we POWs were on a train going to LaHarve France when there was another train sitting on the track next to us. I ask someone in the other train, what outfit they were in and to my surprise it was the 315th. They told me they were going to Trinidad and I told them I was going home. It sure was a surprise to see them. - **Tom Carter**

From Harold Slack's son, Rick Slack...this is a note he wrote to Len Thomas.

My dad is Harold Slack, part of the 310th squadron of the 315th TCG. We met in San Diego several years ago. (I'm not sure if I saw you in Louisville).

I wanted to let you know that my dad and I will, in all likelihood, not be attending the reunion this year in Branson. Dad's having a harder and harder time traveling and the trip to Missouri just isn't in the cards for him this year. Also, the May date is difficult for me.

I know my dad thinks about the reunion and the guys he served with quite often. It will be hard for him to miss this year's event, but I wanted to let someone know "what's up with Harold" and that he sends his best wishes to all of you. - **Rick Slack**, P.E. Chief Engineer, Richard Goettle, Inc. 12071 Hamilton Ave., Cincinnati, Ohio, 45231. Phone: 513-825-8100. email: rslack@goettle.com

I hope that everyone is doing well.

I received a box containing the records of the 315 TCG yesterday afternoon. Early this morning I unpacked the box and began the process of sorting everything into general stacks. Later on this morning, I will start to go through each stack more thoroughly. The long-term goal is to copy all of this on to archival CDs. An overwhelming task, and one that will undoubtedly take time, but well worth the effort.

Thank you for having the foresight to save all of this material. For an Historian, it is priceless and it makes the history of the 3-1-5 even more complete. The material will stay with the Wing and it is available at anytime, to any member, of the 315 TCG.

On behalf of our Wing Commander, and the men and women of the 315 AW, thank you again for this most generous contribution to the legacy of the 3-1-5.

GLENN A. TODD, TSgt, USAFR
315 Airlift Wing Historian

20



Mary Lynn and Cathy are feeling the need to get together and do this newsletter one more time before the end of the year! (It must be the wine!) Anyway, if you feel so moved as to send us your favorite Holiday tradition or memory we may just feel the need to put it all together in a holiday 315th Newsletter.

In addition to your favorite Holiday – whatever – don't forget to also include a short update on your life. Those of you who didn't make it to the reunion might also want to send in a picture. You can send all of these to the addresses listed on the back page or email them to us at catherinebeck@mail.unomaha.edu. Please have all submissions to us by November 15th and we will do our best to get these out before Christmas, 2007, oops.... 2006.

We'd love to hear from you!

- * **Change of address, deaths, new members, etc.** should be sent to Mike Knight. His address is Mike Knight, 1806 Azure Way, Murfreesboro, TN 37128. E-mail address is: mknight@bellsouth.net
- * **Annual dues of \$20, donations and requests for caps** should be sent to Dick Ford at P.O. Box 4399 Sunriver, OR 97707-1399. Dick's e-mail address is: Dickfordfire@aol.com
- * Anyone who wants to submit an article or anything else please send it to: Mary Lynn Schwietz, 1318 North 126th St., Omaha, Ne. 68154 or e-mail it to mlschwietz@aol.com
- * Check out our own **315th Website** at www.315group.org compliments of Miles Hanby!



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