



Flying Cadet Class 41-E

# Newsletter

Barksdale

Brooks

Kelly

Maxwell

Selma

Stockton

December 7, 1991  
(A very important date)

Dear Friends,


The survey was successful and the response was terrific! We found that we can plan on attendance of about 100 people. We learned what you would like to do and where you want to go and from this information, transportation, and other logistical problems can be solved.

The request for funds resulted in contributions of over \$1600 and though we know you hate lists and rosters, there is no other way for supporters of the association to be recognized. Never-the-less, we thank you for your support.

Arrangements will be made for transportation for golf, KSC, EPCOT and MGM. Arrangements have been made with the Orange County Convention Bureau to send you a package of material from which you can further plan your Florida vacation. We will provide mailing labels which they will affix to their package of brochures and which you will receive shortly after the first of the year. When you review the information this may affect your plans and we will ask for further information about your preferences in our July 1, 1992 registration package and again when you arrive. Name tags will be pre-printed and waiting for you.

We will be back with you July 1, 1992 and in the meantime have a very Merry Christmas and a Happy New Year!

With Best Regards,



Ray Binder

Ray Binder: 2105 Nela Avenue, Orlando, FL 32809 Tel: 407-855-3502

Larry Berglund: 1510 Tatum Drive, Arlington, TX 76012 Tel: 817-861-2581

## SURVEY RESULTS

The results were very gratifying and revealed the desires of everyone. Seventy seven stated that they would attend. Of these, 33 will fly and 35 couples would drive. Seventeen will play golf and 48 opt for the KSC trip. Almost everyone will see the Disney facilities and the MGM studios. For those driving by Pensacola - make sure you do so on a Friday for that is the day that Paul Pettigrew conducts tours at the museum. Make his day, he would be proud to have you.

Forty One stated that they could not commit at the time of the survey but half of these would fly and the other half drive. We all hope that everything works out so that you can attend.

Seventeen send their regrets for various reasons. Art Andres has a schedule conflict as does Neil Wemple. Neil was very much into B-29s and will attend the 50th anniversary of the B-29 at Boeing. Some can't come because of illness in the family.

## WE'LL BE THERE!!

Ray Binder  
 Larry Berglund  
 Franklin & Mrs. Tomlinson  
 John & Mrs. Miller  
 Richard & Mrs. Decker  
 Bob Knox  
 William and Mrs. W. Wing  
 Milt & Katie Campbell  
 Edie Whitehouse  
 Doug & Joan Meadowcroft  
 Henry C. & Mary Ethel Smith  
 E. C. Jenkins

Bill & Bonnie Slade  
 Paul & Mrs. Ray  
 Larry & Sue Proctor  
 Bob & Gladys Cardenas  
 Bill & Dorothy Bolt  
 Earl & Elizabeth Davidson  
 Brad & Billie Crundwell  
 Harold & Dorothy Schmoltd  
 Walt & Fran Gerzin  
 John Stoltze  
 Paul & Ann Pettigrew  
 Buck & Mrs. Inghram

Harry & Penelope Green  
 Herman & Mrs. Sanken  
 Claudia Smith  
 Johnson & Barbara Beyer  
 Dorothy Hutchinson  
 Eero Wiitala  
 St Clair & Emma Thompson  
 Dick & Martha Cole  
 Bob & Marge Martin  
 Raymond Houghton  
 Jim & Mary Evelyn Hayes  
 Ed Nett

Cornelius & Frances Reagan  
 Jack & Harriet Harding  
 Howard & Marge McIntire  
 William & Ladonis Hankins  
 Rupert & Mrs. Selman  
 John & Mrs. Konosky  
 Guy & Mary Lou Stallings  
 Richard & Catherine Seaman  
 Lothrop & Mrs. Withington

## WE HOPE TO BE THERE

Jake & Mrs. Sherrard  
 Gene Wahl  
 Evans Stephens  
 Glen & Phyllis Caskey  
 Corwin & Frances Dodge  
 Gillis & Jo Johnson

Tom & Elsie Hughes  
 Buell & Mrs. Nims  
 Ed. & Mrs. McRay  
 Bob & Mrs. Adamina  
 Albert & Jean Stanwood  
 William & Mrs. Mandros

Buddy & Mrs. Strozier  
 Robert & Evelyn Gast  
 Bob & Mrs. McWherter  
 Dale & Florence Davis  
 Thomas & Eunice Grimm  
 Robert & Mrs. Adamina

Vern & Jean Schoenfeldt  
 Hiram & Mrs. Undercofler  
 John & Mrs. Alder  
 Ariel & Mrs. Neilson  
 George Rath  
 Bill & Mrs. Trachsel

## REGRETS

Myron Keilman  
 Selwyn Barefoot  
 Joe Miles  
 Tom McKnight  
 Mort Marks  
 Elmer Harshbarger  
 Art Andres  
 Bob Fain

Hazen Helvey  
 Art Hadwin  
 Neil Wemple  
 Robert S. Thompson  
 Griffith Williams  
 Richard Banbury  
 Griffin Wood  
 Doc Livingston

Hervey Carpenter

\*\*\*\*\*

Did you know? (From an AF report): That: "by the time of the Gulf War, a single strike aircraft carrying two "smart"

bombs could function as effectively as 108 WWII B-17 bombers carrying 648 bombs, and crewed by 1,080 airmen."

CONTRIBUTORS AS OF November 12, 1991

We are grateful for the contributions made by those listed below. The contributions will permit us to plan events to be enjoyed by all.

Bert Schwarz	Doug Meadowcroft
Paul Pettigrew	Joe Miles
Jack Stoltze	Eddie Whitehouse
B. E. Nims	Bill Bolt
E. D. McRay	Earl Davidson
Harold Schmoltdt	Glen Caskey
Brad Crundwell	Milt Campbell
Robert Inghram	S. Barefoot
Tom McKnight	Corwin Dodge
Larry Proctor	Vonda Parker
Paul Ray	Bob Knox
Bill Slade	E. A. Wahl
E. C. Jenkins	W. J. Sherrard
H. C. Smith	Dorothy Hutchinson

Harry Green	James Hayes
Robert Thompson	Earl Caton
Richard Platt	Rupert Selman
Woodrow Swancutt	John Konosky
William Mandros	Byron Brown
Doc Livingston	Richard Seaman
Ray Houghton	
Buddy Strozier	
R. E. Cole	
Eero Wuitala	
John Beyer	
Hiram Undercofler	
Jack Harding	
Thomas R. Grimm	

FINANCIAL

The donations bring our bank balance to \$3000.00, a comfortable amount compared to the past.

\*\*\*\*\*

NEW MEMBERS

Thomas R. Grimm Jr.  
292 North Avenue  
Westport, CT 06880

William B. Hankins  
1256 Mohawk Road  
Venice, FL 34093

John E. Miller  
505 SE Maynard Road  
Cary, NC 27511

\*\*\*\*\*

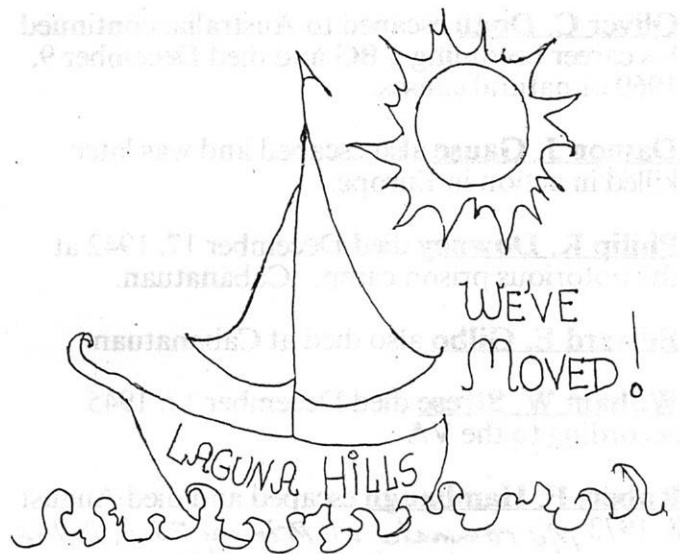
CHANGE OF ADDRESS

John R. & Willie Faye Combs  
5100 John D. Ryan Blvd Apt 423  
San Antonio, TX 78245

John J. Alder  
1618 North Blvd.  
Fairborn, OH 45324

Raymond P. Ketelson  
345 N. Alabama  
San Gabriel, CA 91775

You know this was a happy move !!



PAT & DOC LIVINGSTON  
2111-D VIA PUERTA  
LAGUNA HILLS, CA. 92653  
(714) 859-3880

Doc wrote and said: "It got too much living the rustic life. -- It was fun cutting oak trees, splitting wood, shoveling snow. We loved the solitude when writing screenplays. However, we struck pay-dirt on a couple of scripts and Pat wants to hang it up, just play."

## 41-E WAS THERE!

Gillis Johnson spoke these words at our memorial dedication at Wright Field in October of 1990.

41-E was also at Clark Field 50 years ago on December 7, 1941 represented by eleven members from Kelly Field. They were pilots with the 27th Bomb Group which had no aircraft.

They were pressed into service with the infantry as the 2nd Provisional Air Corp Regiment, Infantry which fought valiantly until they were surrendered by General King 9 April 1942, in the largest capitulation of a U. S. military force in history. 76,000 soldiers became prisoners of war of the Japanese.

Oliver C. Doan escaped to Australia, continued his career becoming a BG and died December 9, 1969 of natural causes.

Damon J. Gause also escaped and was later killed in action in Europe.

Philip R. Downey died December 17, 1942 at the notorious prison camp, Cabanatuan.

Edward E. Gilbo also died at Cabanatuan.

William W. Strese died December 17, 1945 according to the VA

Robert F. Hambaugh escaped and died August 8, 1973 *My roommate at Primary FS in Dallas was from Birmingham Ala.*

Douglas B. Tubb also escaped with no further record.

Eugene P. Dale died in 1946.

Richard B Donnewald died in prison ship sinking November 30, 1944.

Samuel H. Dillard III and Bert Schwarz survived the prison camps and are now living in Georgia.

It was a little less than fifty years later that the Air Force had a different story to tell. This extract tells part of a gripping tale of a historic change in air war. From:

### THE U. S. AIR FORCE IN THE GULF WAR 1991.

#### THE AIR FORCE AT WAR

(Extract)

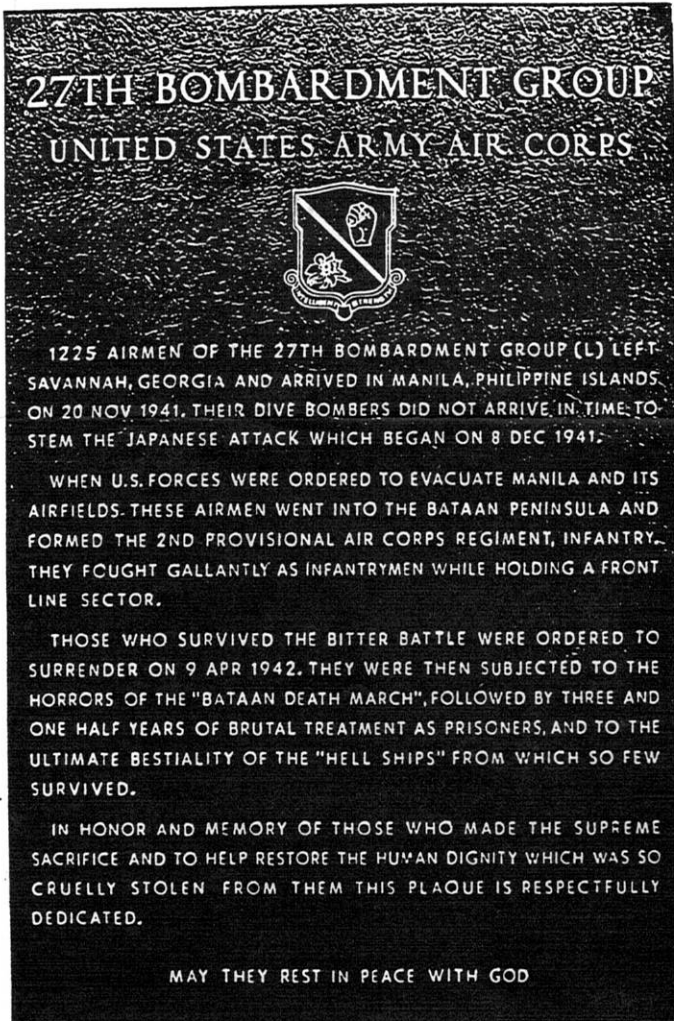
#### The First Night

Early on the morning of January 17, waves of coalition aircraft took off into the dark Arabian night, joining Air Force tankers and strike aircraft setting forth on the largest air campaign since the Second World War. Aloft, 160 tankers at multiple refueling tracks outside of Iraqi radar range awaited the strikers so they could "tank" before entering Iraqi airspace. AWACS kept track of friendly forces and focused its probing radar eye deep into Iraqi territory. The challenges facing the AWACS were considerable; the young E-3 crews had to act as lookouts, fighter directors, and airborne aircraft controllers. It is a tribute to their skill and expertise that not a single mid-air collision occurred between coalition aircraft during Desert Shield and Desert Storm.

As the clock edged toward 0300 Baghdad time, the scheduled opening of the air offensive, a number of events took place. In the dark skies, a greater diversity of aircraft flew toward Iraq than had been airborne at any time since WWII. In the first four hours of the air war, nearly 400 Allied strike aircraft from the coalition stormed across Iraq, supported by hundreds of others over the Gulf region and over the fleet at sea. At sea, ships launched Tomahawk land-attack cruise missiles (TLAMS), and carriers launched aircraft to protect the fleet and attack selected targets ashore. Altogether, in that first night, 668 aircraft attacked Iraq, 530 from the USAF (79%), 90 from five Navy carriers and the Marine Corps (13%), 24 from Great Britain (4%), and 12 each from France and Saudi Arabia (2% ea). In the first 24 hours, over 1300 combat sorties were flown by American and coalition airmen.

In the last hour before the attack opened, there was a deceptive calm along the Saudi-Iraq border. Within Iraqi radar range, just behind the border, F-15Cs cruised along three combat air patrol tracks, appearing no different than they had on many previous nights. Behind them, three AWACS maintained station, their powerful radars looking deep into hostile territory. If what happened near the border seemed routine, the events occurring beyond Iraqi radar range were anything but. Opening honors belonged to Task Force Normandy, An Air Force-Army

Bert Schwarz installed this monument to men of the 27th at Andersonville, Georgia.



1225 AIRMEN OF THE 27TH BOMBARDMENT GROUP (L) LEFT SAVANNAH, GEORGIA AND ARRIVED IN MANILA, PHILIPPINE ISLANDS ON 20 NOV. 1941. THEIR DIVE BOMBERS DID NOT ARRIVE IN TIME TO STEM THE JAPANESE ATTACK WHICH BEGAN ON 8 DEC 1941.

WHEN U.S. FORCES WERE ORDERED TO EVACUATE MANILA AND ITS AIRFIELDS, THESE AIRMEN WENT INTO THE BATAAN PENINSULA AND FORMED THE 2ND PROVISIONAL AIR CORPS REGIMENT, INFANTRY. THEY FOUGHT GALLANTLY AS INFANTRYMEN WHILE HOLDING A FRONT LINE SECTOR.

THOSE WHO SURVIVED THE BITTER BATTLE WERE ORDERED TO SURRENDER ON 9 APR 1942. THEY WERE THEN SUBJECTED TO THE HORRORS OF THE "BATAAN DEATH MARCH", FOLLOWED BY THREE AND ONE HALF YEARS OF BRUTAL TREATMENT AS PRISONERS, AND TO THE ULTIMATE BESTIALITY OF THE "HELL SHIPS" FROM WHICH SO FEW SURVIVED.

IN HONOR AND MEMORY OF THOSE WHO MADE THE SUPREME SACRIFICE AND TO HELP RESTORE THE HUMAN DIGNITY WHICH WAS SO CRUELLY STOLEN FROM THEM THIS PLAQUE IS RESPECTFULLY DEDICATED.

MAY THEY REST IN PEACE WITH GOD

The monument was dedicated October 16, 1991 fifty years after the 27th departed Savannah Army Air Base (now Hunter Field) for the Philippines.

Andersonville is the notorious Confederate prison which had all of dark side attributes of the Japanese camps and where 29% of the prisoners died of over crowding, poor sanitation and starvation.

It is now a memorial to all Americans ever held as prisoners of war.

WE SALUTE YOU GENTLEMEN

team flying MH-53J Pave Low and AH-64 Apache helicopters, and the 315th Tactical Fighter Squadron's F-117 stealth fighters. At 0220 with H-hour still forty minutes away, two Pave-Lows acting as navigational pathfinders for two four ship teams of Apache gunships, clattered across the Iraq border from Saudi Arabia. The mission: destroy two Iraq early warning radars that might detect low flying LANTIRN-equipped F-15E strike aircraft heading for SCUD sites in Western Iraq. The helicopters, followed a circuitous route, flying nap-of-the-earth profile, descending into wadis and hugging the desert floor. It was daunting, demanding work requiring the highest standards of airmanship. The Air Force Pave Low crews had no difficulty locating the vans. Their job done they veered off. At H-22 minutes 0238 local time the Apaches destroyed the vans. The task force turned for home dodging two heat-seeking SA-7 SAM's on the way out of the country. Twenty five miles away, already over Iraq and skimming the earth at nearly the speed of sound, an ingressing F-15E crew saw one van explode in flames as the Eagle blew through the radar hole left by the SOF crews. But an Iraq outpost made a frantic call to Baghdad, for the skies over Saddam Hussein's capital city erupted with withering anti-aircraft fire, interrupting evening news back in the US, where it was 1845 EST.

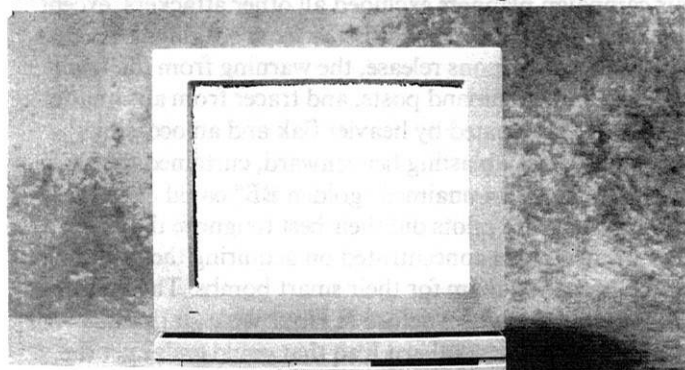
Having flown almost the length of the Arabian Peninsula, the F-117 stealth fighters finished tanking, silently dropped off the booms, and then began their individual approaches in to Iraq. By their nature, the stealth fighters were loners; each pilot had in an individual mission plan tailored to his target and the threats that surrounded it. Effectively compressing the detection range of radars, stealth fighters could trace their way through a layered, redundant air defense network the way a commuter might step around pools of water on the way to work. Quietly, ominously, the F-117s passed into Iraqi airspace and headed for their targets in and around Baghdad: hardened air defense sites endangered non-stealthy attackers, and critical command and control facilities. So dangerous was downtown Baghdad that the air campaign planners excluded all other attackers, except for the F-117's and cruise missiles from striking it. As they approached weapons release, the warning from the frontier reached Iraq command posts, and tracer from automatic weapons, punctuated by heavier flak and an occasional unguided missile blasting heavenward, curtained the sky. Confident only an unaimed "golden BB" could endanger them, the stealth pilots did their best to ignore the light show outside and concentrated on acquiring their targets and designating them for their smart bombs. The first to go - - about nine minutes before H Hour were air defense control centers in southern Iraq that could endanger the

More on 6

coalition's non-stealthy strike packages. But the most spectacular targets were those set for H-hour itself, in downtown Baghdad.

In one F-117 cruising over downtown Baghdad, a stealth pilot carefully kept the cross-hairs of his laser designator on a building the principal master attack planner had dubbed the "AT&T building". A telecommunications center vital to Iraqi military command and control. The weapons bay snapped open, disgorging a 2000 pound LGB which sank away from the black arrowhead, streaming wisps of vapor off its fins as it maneuvered to pick up the "basket and plunge at supersonic speed towards a little spot of laser light fixed unerringly on the top of the center. In Riyadh, General Horner and his "Black Hole" staff were waiting for CNN, broadcaster via telephone from Baghdad, to go off the air. In Washington, Planners and senior defense officials alike counted the minutes, fascinated at the irony of events about to unfold. If all went well, the first "BDA" --bomb damage assessment, would be inadvertently transmitted in real time directly to the people most responsible for executing the strike as well as to the world at large. In Baghdad, CNN correspondents Bernard Shaw and Peter Arnett were reporting the antiaircraft fire over the city to American audiences. Shaw: "We have not heard any jet planes yet, Peter". Arnett: "Now the sirens are sounding for the first time. The Iraqis have informed us" break break Nothing but abrupt static. CNN's link went off the air. The United States Air Force had delivered the first allied air weapon to strike into the heart of Saddam Hussein's city. In both the Black Hole and in the depths of the Pentagon, a wild cheer erupted.

All over Iraq that night, young men from many nations and varied religions laid their lives on the line. Suited up, breathing hard, plugged into their aircraft, the radio leads, oxygen hoses and G-suit connections, strapped into their ejection seats, they fought solitary wars, peering through their Head-Up Displays and at the often frightening spectacle outside as they sought to impose by force what Saddam Hussein has refused to grant by reason.



F-117 AS SEEN ON IRAQI RADAR



## LAST FLIGHT

EDISON HINES

DAVID H. MURRAY

### CLOSE ENCOUNTERS AND NEAR MISSES

Not-with-standing all the lumps Ed Nett has been taking, he thought it would be prudent to have a physical. Found was a clogged carotid artery with 95% closure. It is a dangerous operation but he had a very good surgeon and came through the ordeal ok.



Ed's daughter Nancy gave up her Ph.D. studies at U Florida to take care of her Dad and ran headlong into an unexpected serindipity. Nancy was able to continue work on her Ph.D. after all, by accepting a residency at the W-P hospital and living at home with her Dad to boot.

Not only that, Ed has a new willing student and golf buddy.

Here we see Ed and Nancy at the recent Daedalian convention with everything apparently well in hand.

\*\*\*\*\* -- \*\*\*\*\*

On July 4th, BB Moore and Mary were viewing Terminator II and in the excitement, BB stood up and said "I'm having a heart attack, let's go!!" They did and made it to the hospital ok. Sure enough, it was a heart attack and resulted in a quadruple by-pass. With a Pacemaker as well, BB is now on the treadmill and getting stronger every day.