

WWII U.S. GLIDER PILOT'S BRIEFING

Discover our History, Preserve our Legacy

NATIONAL WWII GLIDER PILOTS ASSOCIATION OFFICIAL COMMUNIQUE

Legacy of the World War II Glider Pilots Association



At an impromptu moment, Glider Pilot Fred Lunde, at 102, takes the microphone during the 2024 symposium.



INSIDE:

REUNION/SYMPOSIUM PICTORIAL
SCHOLARSHIP ESSAY

A WORD FROM OUR INTERNATIONAL DIRECTOR

LOCATING WHO WAS IN A SPECIFIC GLIDER

END OF THE YEAR DONOR RECOGNITION

MISSIONS—RESEARCH TEAM

SEE:

COUNCIL REPORTS

MEMORIAL DONATIONS -

HONORING OUR VETERANS - OPERATIONS -

MISSIONS - TROOP CARRIER MOVEMENT -

REUNION REVIEW - EDITOR'S MESSAGE

EXECUTIVE COUNCIL

CONTACT: nwwiigpa@ww2gp.org

OFFICERS :

Joan ABRAHAMSEN, Chair

Zach CROMLEY, ViceChair

Lt Col. Colin HENDERSON, USAF ret,
Treasurer

Claudia COGGIN, Secretary
claudia.coggin@gmail.com

Patricia A. OVERMAN
National Wing Commander

APPOINTED :

MEMBERS AT-LARGE:

Rob BEAHAM

Tom MARTIN

DR. JEFF MCGOVERN

BRUCE OVERMAN

MAJOR. TREVOR SHIMULUNAS, USMC

COL. MARK "PLUG" VLAHOS, USAF RET

Immediate Past Chair

Gary STRIPLING

Chaplain

E. Susan Arnoult PINTER

DESIGNATED ROLES:

Reunion Chair—

Mary ROEMER

Mike SQUILLO, Co Chair

SWM Foundation Liaisons—

Dr. Donald ABBE, Claudia COGGIN

& Chuck HOBBS

Historian— Charles L. DAY

Research Team—

Gary STRIPLING

nww2gpert@gmail.com

94th Flying Training Squadron Liaison —

Lt. Col. Jeremy "Maddog" LUSHNAT, USAF ret

Briefing editors—

briefingeditor.nwwiigpc@gmail.com

Major. Trevor SHIMULUNAS, USMC

Patricia A. OVERMAN

Technology—

Patricia A. OVERMAN nwwiigpa@gmail.com

Membership—

Patricia A. OVERMAN

COMMITTEE:

SCHOLARSHIP—

Col. Mark "Plug" VLAHOS, USAF ret

Major. Trevor SHIMULUNAS, USMC

INTERNATIONAL DIRECTOR

Hans den BROK, Netherlands

INDEX

Fall 2024 General Order #17

FEATURED STORIES

Click on titles to go to page

8

REUNION/SYMPOSIUM IN REVIEW –Pictorial



23

Thank your Susan Pinter! For over 15 years, Susan has generously donated a beautiful quilt for our reunion raffle. These quilts are not only cherished historical keepsakes but have also provided incredible financial support. We are truly grateful for her dedication and generosity!

26



Essay by Luke Bautz, "The Heroic Roles of
Gliders in WWII"
2024 Scholarship Recipient

31

Researching the details of a Glider
Rider's Journey—the story of S/Sgt
Harry G. Berry by Hans den Brok



3

Editor's Note

4

EC Chair

5

Chaplin's Letter

6

International
Director

40

Missions

42

Honored members.

You are receiving this quarterly briefing as a valued member of the National World War II Glider Pilot Association. Our association operates as an independent 501 (c)(3) non-profit organization with the primary mission of supporting the education and preservation of the history of World War II glider pilots and their remarkable contributions. The content within this briefing is diligently curated by our dedicated members, all of whom contribute their time and expertise voluntarily without financial compensation. Our aim is to provide you with exclusive insights into glider operations and other troop carrier narratives, accompanied by a wealth of information, captivating images, and historical accounts sourced directly from U.S. Military archives and other rare repositories not typically accessible to the public. If you wish to discontinue receiving these publications, please feel free to reach out to Claudia Coggin at claudia.coggin@gmail.com. Your preferences are important to us, and we are here to assist you in any way we can. Thank you for your ongoing support and membership in our association.

Note from the editor Trevor Shimulunas

It was a pleasure to be able to spend the reunion with so many of you. I particularly enjoyed the Waco museum, and spent probably a full hour in the glider simulator listening to Glider Pilot Bill Cheolas describe his own landing.

If you enjoyed the reunion as well, or if you were not able to attend this year, please consider planning to attend next year. Bonus points if you register a friend! Our organization benefits from the deep network that we've built across the world.

On that subject, I will note that I will no longer be local to North America starting this summer—the Marine Corps is sending me to Australia on an exchange tour. Both Marissa and I are very excited for the opportunity. I intend to continue my responsibilities as Editor and researcher, but I may be a bit harder to track down given the time difference.

I continue to be amazed by the care involved by all our contributors in writing their submissions. Congratulations again to Luke, our Scholarship recipient this year—he and the students like him are keeping the interest of WWII glider activities alive. I was also moved by the photo montage from the reunion, and especially moved by the

diary account and research effort captured by Hans den Brok. Reading such diary entries brings the reality of the war so much closer. Well done all.

It's been about a full year since we've had any letters to the editor sent in! If you're reading this, I challenge you to send me a note on your thoughts of the Briefing, the Reunion, or something that inspires you about the Glider Pilot Program for inclusion in the next Briefing.

Please reach out to me at the following email!

briefingeditor.nwwiigpc@gmail.com

I hope to hear back from many of you, and look forward to seeing you in the future.

Best,

Trevor

Gary Stripling Executive Council Chair

It has been my pleasure to have served as the Chair of the National WWII Glider Pilots Association (NWWIIGPA) for the past three years. Beth and I first became involved with the "Glider Pilots Association" when her father and mother, Lt Col Claude Berry and Wilma, invited us to attend the San Antonio, TX reunion with them. He insisted on paying our registration fees and hotel rooms as their guests. This was the beginning of our journey into the incredible stories and history of the glider pilots and their families. I never thought then that I would have the honor to serve the Association for three years.

I want to thank all the volunteer leadership of the Executive Council and the Research Team for their dedication to serving the members and families of glider pilots, power glider pilots, and glider mechanics. I want to also thank our WWII veterans, members and families who have become wonderful friends with incredible knowledge.

I look forward to a great year in 2025 under the leadership of Chair, Joan Abrahamsen and encourage all of you to join us at our 53rd Annual Reunion in Tucson, AZ in October.

Gary Stripling, Chair



2024 reunion. Joan Abrahamsen our new chair teases Zach Cromley our reunion photographer. We are looking forward fun time with Joan in the Chair position. Never know what she will do!



2024 reunion. Susan Pinter is posing in front of her Great Grandfather's exhibit at the WACO Museum.

E. Susan Pinter Chaplain

Dear friends,

This year's fall in north Texas has been late in arrival. But the weather has finally cooled off and the trees are dropping their leaves. We have over 100 oak trees of various varieties on our property so saying we have a lot of leaves is an understatement! We try to keep up with just the small lawn area and the garden areas, the rest is left as wild woods. Dave pulls the leaf rake with the tractor and I do the small areas by hand. Then we have a big leaf burn!

As the seasons change this in one of my favorite times of year. The trees, grasses and plants are getting ready for their winter sleep. The landscape changes from lush and green to bare trees and

brown dormant grasses. I like it because it reminds me that we all need our resting time also. A time to think, to maybe make plans and to just be. In this holiday season I hope that you will find some time to be quiet within the rush. Time to enjoy the things that you love about the holidays and not let them be missed. A time to reflect on the past year's happenings both good and not so great.

One reflection for me this year is how I enjoyed our reunion in Dayton. To me the best part of the reunion is always the people. I really enjoy seeing friends that have been coming for several years and meeting new ones. And of course, I love seeing my quilt go to its new home of a winner who truly loves it! I wish all of you Happy Holidays and many blessings in the New Year,
Susan Pinter, Chaplain

Hans den Brok, International Director

1944-2024, 80 years since the large airborne operations in Europe were executed. As each year there are ceremonies to commemorate the actions in which young men were involved, this year was no exception—apart from things being larger, as is the case every 5 years.

Naturally, as someone who still has a day time job, I can't be at all those events that are spread over Normandy, Southern France, Holland and England. Even worse, here in Holland, my country, it is impossible to attend all events, or even know about them all. I was surprised by one of those and learned about it about a month later. But first, let's see what I noticed, even with the large chance that I miss things.

In June a new monument was placed at Sébeville, Normandy. It commemorates the glider crash-landing of F/O David R. Reese and F/O Thornley C. Cary. This monument is the outcome of the research of our member Philippe Esvelin. With this 80th year he also published his new book, which is in French. That did not stop his activities as he also was active on the Ste. Mere Eglise Airborne Museum exhibit and did presentations. Also active in Normandy was the D-day Squadron. A group of C-47 owners that bring their aircraft together in England and France for the commemorations. A large part of these planes make the expensive voyage from the USA via Greenland and Iceland to Scotland and England. Their presence is always special, as it

is great to see those old war birds fly over.

Another area of commemorations is Southern France, a spot where Philippe Esvelin is active as well. As is our member Jean-Michel Soldi. The events were visited by family of glider pilots Roger Smith and Harold Goldbrandsen. I am sure that they had a good time in Southern France where they visited the museum and a battlefield tour visiting the important places. Important as in family history.

I received a call from an Association member, Andrew Gramlich the son of Glider Pilot, Flight Officer Andrew John GRAMLICH, (77th troop Carrier Squadron, 435th troop Carrier Group). Andrew wanted to see the area that his dad had landed his glider on 24 March 1945 and the area he fought in the "Battle of Burp Gun Corner".

In late June I met with Andrew and his wife. When I meet with families I use WWII photographs to give a then and now experience. Using Flight Officer Gramlich's landing coordinates I took the Gramlich's to the spot his dad landed. I pointed out the 17th Airborne Command complex and the POW cage. In the town of Wesel I took them to the place his dad had dug in at the crossroads of the intersection of Holtzweg and Hessenweg, where the Battle of Burp Gun Corner took place and then we walked over to the 435th Troop Carrier Command Post.

In Holland there were celebrations as well. I attended a few parachute drops. Some of my time was spent at museums. Our publisher,

Flying Pencil, had stands at several markets, at Bevrijdende Vleugels at Best, then at DX-Y Ginkelse Heide, and the last was at Schaatsbergen at the Museum 40-45.ne. Adam and I visited where our publisher, Flying Pencil, was displaying and selling our books.

The most important visit for me occurred in the town of Eerde where I met with the daughter of Lt. Shauvin. He was killed in action flying a Pathfinder plane on 17 September 1944. His daughter, Linda, has visited the crash site a number of times, helping in the search for his remains (Lt. Shauvin was Missing in Action), and has a strong connection with the people on who's land the plane crashed.

A surprise came for me when I learned a month later that Thomas Koehl was in Holland, and that a monument was placed at Erp. Koehl's uncle was a glider rider who's glider failed to reach the LZ on 23 September 1944. I have helped him with the search for where the glider landed, and united we had been able to solve the case. Koehl wrote a book about all this. So it was a surprise to learn later that he was in Holland and that a monument was placed at Erp.

The commemorations didn't remain on the European main land. In England there were commemorations as well. Reports related to the 52nd Troop Carrier Wing airfields came over the News, these included Saltby, Folkingham and Spanhoe. Spanhoe, and the 10th Para Battalion remembrance group (Friends of the Tenth) got a visit for Laura Briggs, who's grandfather was a C-47 pilot with the 315th TCG.

At Saltby there were several events, and worth to mention is the visit of our member Mark Vlahos, who did a book on the 314th TCG. Both Saltby and Spanhoe were used to fly British and Polish paratroopers to Holland during the Market Garden operation. These paratroopers were involved in the Arnhem battle, the bridge too far. Mark was also interviewed on the BBC.

Last but not least to mention is Richard Chancellor from England, who put up a display in remembrance of the 313th Troop Carrier Group that flew from Folkingham.

Then there is one more I would like to point out. In Normandy lives a British WW2 tour guide who also runs a show on YouTube. Paul Woodage is his name, the show is WW2TV. Members of our Association and some on our research team have given talks through that channel. Scott McGaugh, Jeff McGovern, Monique Taylor and Mark Vlahos, have all been on that channel. Three in promotions of their books (a lot of people on the channel are authors and beside the talk, it is also a promotional part). Adam Berry, with who I am working on the Breathtaking Spectacle project, has been on the channel twice. I wanted to point this out, as it is another initiative taken here in Europe to get history correct (there are enough discussions about history, about who did what and if this was right or wrong) and bring honor to the young men and woman who did their job back in those years.

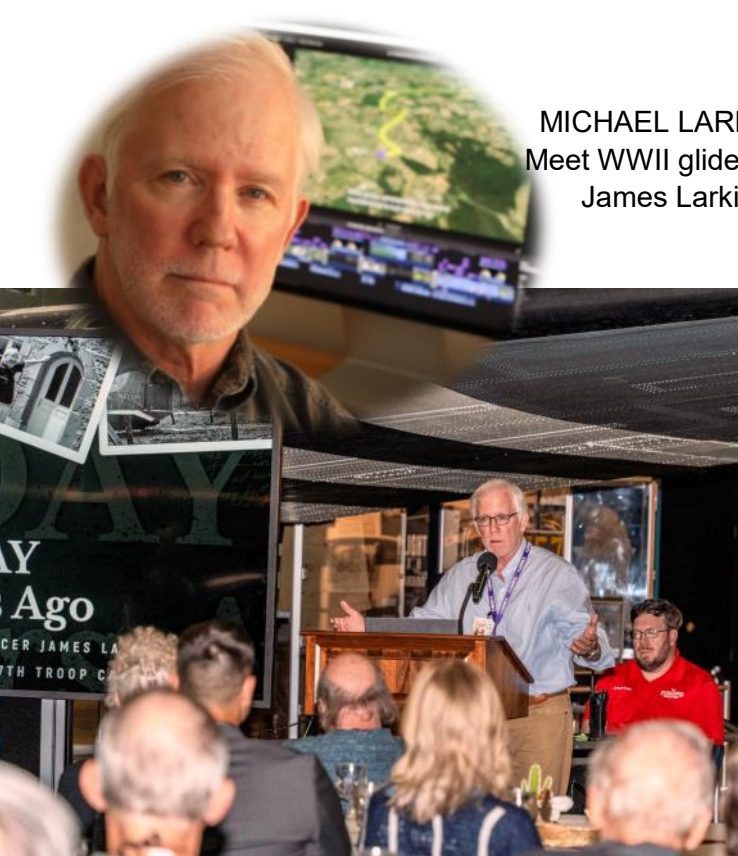
Author Hans den Brok.

—NWWIIGP International Director



The 52nd WWII Glider Pilot Association's Reunion/Symposium began at the WACO Museum in Troy, Ohio. Council member Lt. Col. Colin Henderson, USAF Ret. and Major Brodie Henderson, USAF helped to host this event.





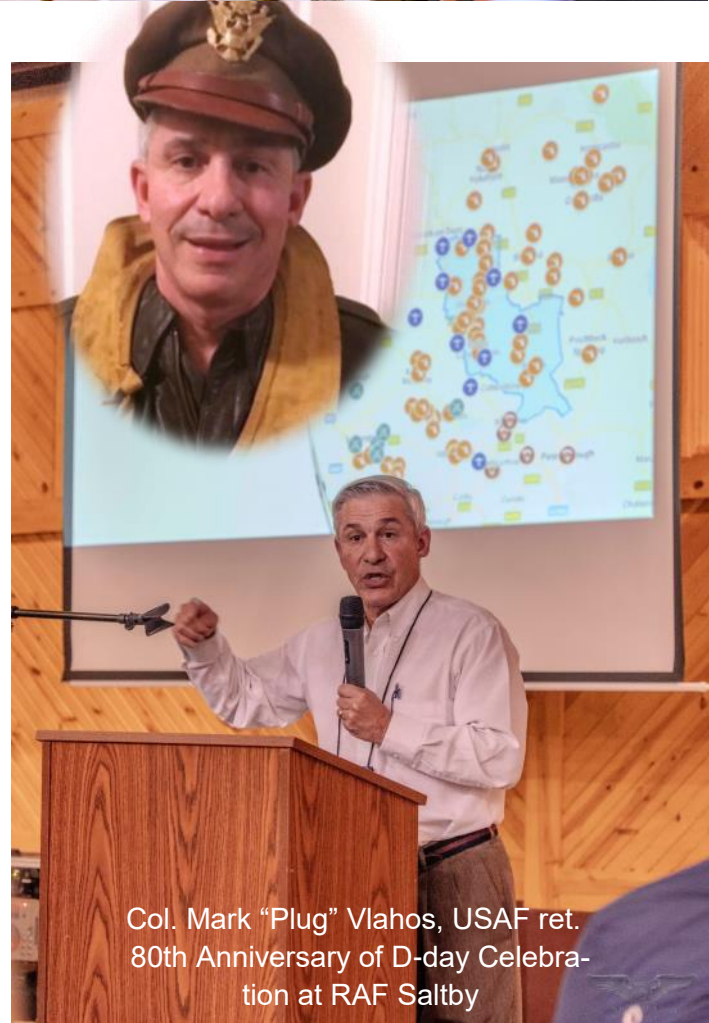
MICHAEL LARKIN
Meet WWII glider pilot
James Larkin



MAJ. TREVOR SHIMULUNAS,
USMC
Exploring unmanned resupply
options for modern warfare



MSgt Courtney R. Werth, USAF
434th From WWII Combat
Troop Carrier Operations to
Current Aerial Refueling: How
did we get here?



Col. Mark "Plug" Vlahos, USAF ret.
80th Anniversary of D-day Celebra-
tion at RAF Saltby

Michael Larken's presentation was a video titled D-Day 80th Years Ago: A Timeline of Flight Officer James Larkin, 84th Troop Carrier Squadron, 437th Troop Carrier Group. This was an astounding video. To view Click on the link:

https://drive.google.com/file/d/1CUuPIGL8bnucxRjEevROvRNzScuSmXee/view?usp=share_link

After the presentation, WWII Veteran Glider Pilot Bill Cheolas who flew the Rhine Crossing with the 437th TC Group, surprised Michael and the crowd when he announced that he had met James Larkin in France.



Lieutenant's and Cadets presented about the 94th Flying Training Squadron.



Presentation on the 94th Flying Training Squadron. Lt Rachel Eberhardt, Cadet Jacob Dorsey with the Mic, Lt Brooke Hughes, Cadet Grace, Cadet Matthew Kleczynski, and Cadet Suraj Takhar



Cadet Grace Hendricks

Power Glider Pilot Capt Bill Cheolas, USAF, Ret. Always making people laugh. Bill cuts up with Cadet Grace Hendricks as James Winnie, Fred Lunde, Cadets Jacob Dorsey and Matthew Kleczynski enjoy the laugh.





Maj Trevor Shimulunas (L), Michael Larkin (R), and LtCol. O'Bryant (B) all share their moments learning from Bill throughout the weekend.





Members begin a private tour of the WWII Hangar



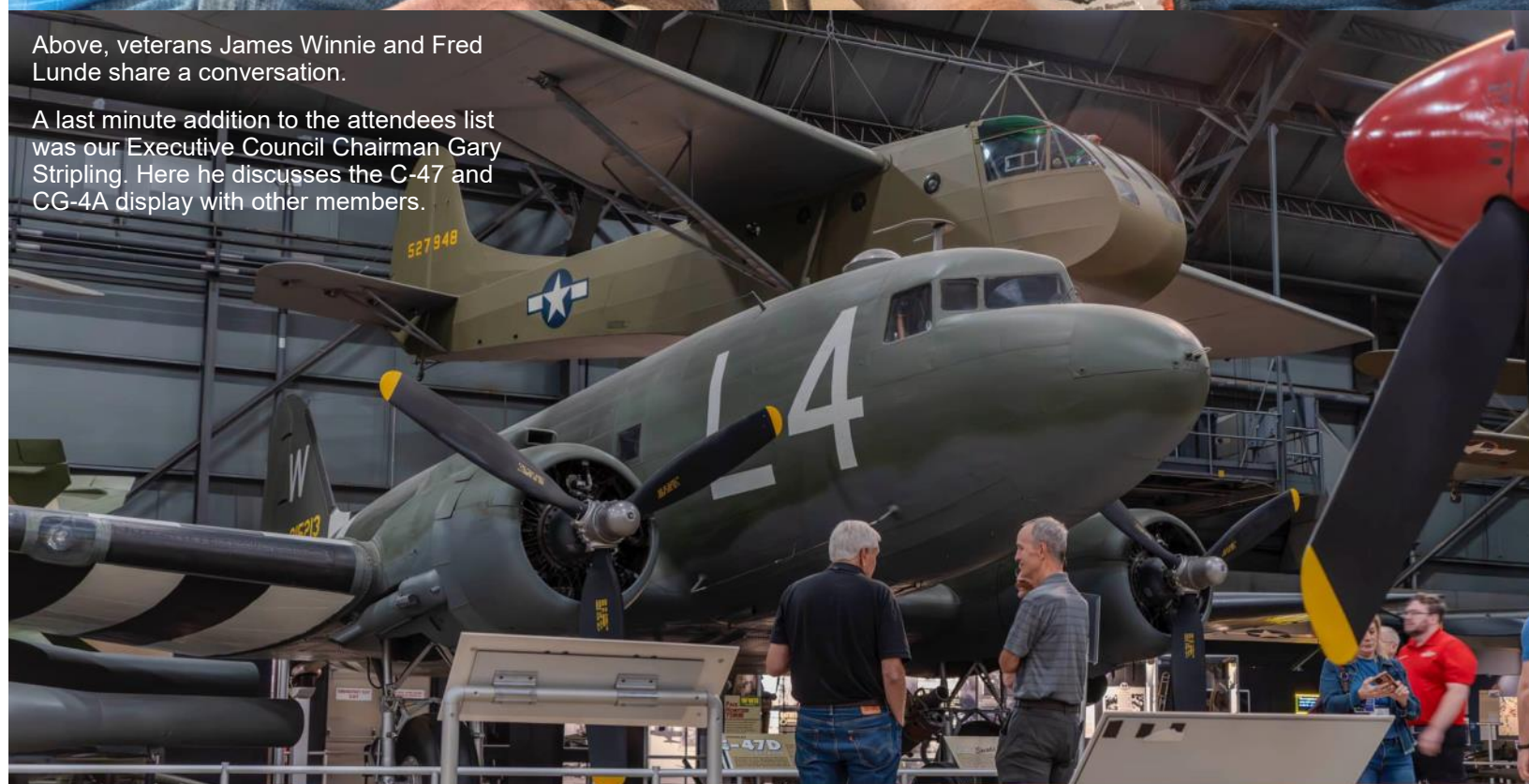
Tour guide discusses the Laister-Kauffman TG-4A (also known as an LK-10 after the war) hanging in the WWII hangar.





Above, veterans James Winnie and Fred Lunde share a conversation.

A last minute addition to the attendees list was our Executive Council Chairman Gary Stripling. Here he discusses the C-47 and CG-4A display with other members.



Bridging the gap between the newest, Cadet Suraj Takhar, and oldest to wear the "G" Wings. Fred Lunde



Lt Rachel Eberhardt

Lt Brooke Hughes

WWII Glider Pilot
Fred Lunde (Market)

Cadet Suraj Takhar

SATURDAY NIGHT AWARDS BANQUET



Commander of the 94th FTS Lt. Col. Colin O'Bryant was the guest speaker on Saturday night.



Executive council Vice Chair Joan Abrahamsen presented Researcher Zach Cromley with this year's WWII Glider Pilots Memorial Award. This photo shows all previous winners of the award that were in attendance. L-R Gary Stripline, Chuck Hobbs, Mary Roemer, Joan Abrahamsen, Zach Cromley, Susan Pinter, Rob Behean, and Tom Martin.

Major Trevor Shimulunas, USMC and Glider Pilot
Flight Officer Fred Lunde, US AAF. WWII





Cadet Suraj Takhar presented a 94th FTS challenge coin to Fred Lunde. All veterans in attendance received coins from the cadets.



Thank you for serving our country!

All current and veterans of service who were in attendance.

For the second year in a row, attendees received honor badges featuring photos of the men they were commemorating at the reunion. Glider pilot Fred Lunde, now 102 years old, brought those being honored into the spotlight.

During the Saturday night banquet, Fred made an impromptu request to speak. He rose from his seat and with the same upright posture and steady stride of a man decades younger, walked straight to the podium and announced the following:

"This will be interactive as I am asking you to think of the person or persons that you honor by your presence at this 52nd reunion. Now, please call out the full names so even your neighbors can hear. I honor Charles Watson Hamilton and Tony Colaccino"

At this point the third name shouted out was Leroy Shimulunas by



Trevor Shimulunas and then everyone started calling out the names of those they were honoring.

Fred then went on to say, "We, the honorees, as a group and all those before us take this opportunity to thank every one of you for your love and support of our glider pilot history and continuing support of the Silent Wings Museum in Lubbock, Texas. Thank you all."

L—R

Charles Watson Hamilton graduated from CG-4A glider flight school on 16 December 1942 at Stuttgart Army Air Field Stuttgart Arizona.

Tony Colaccino graduated from CG-4A glider flight school on 20 December 1942 at Dalhart Army Air Field , Dalhart, Texas.

Fred Lunde graduated from CG-4A glider flight school on 24 December 1942 at Victorville Army Air Field Victorville, California

All three were assigned to the 49th Troop Carrier Squadron, 313th TCG.

On 26 and 27 September 1944 the three returned safely from the combat zone in Holland.





Thank you to the WACO Museum, the National Museum of the US Air Force, and our families and friends and especially our WWII veterans. And thank you to our attendees for all you did for Bill, Fred and James.

See you in Tucson!



THANK YOU SUSAN PINTER !!



Susan is the granddaughter of Frances Acier designer of the CG-4A glider, (C-for cargo, G-for glider) which was the mainstay of the U.S. Army Air Forces glider arsenal. He was the Vice-president and chief designer for the WACO Aircraft Company in Troy, Ohio. He is remembered as the "father" of the CG-4A. Nearly 18,800 CG-4A gliders were contracted for delivery from the middle of 1942 through the middle of 1945 a major factor in winning the war.

Susan's given name is Susan Elizabeth and she is married to David Pinter. Both David and Susan have been sustaining members of the National WWII Glider Pilots Association for years..

Susan is a gifted quilter. She creates quilts that defy any artwork. After attending the 2008 reunion, Susan asked George Theis, the Treasurer and reunion chair, if he would accept a quilt for a raffle to help bring in money to help



support the Silent Wing Museum. George liked the idea and Susan presented her first quilt at the 2009 reunion held in New Orleans, Louisiana on October 8 to 10. At the reunion there were five notable events that were listed in the newsletter the following quarter. One was Susan's quilt. . It was displayed at the Holiday Inn Downtown-Superdome

This was the beginning of the making of fifteen years of quilts,. Susan's generous contribution has gifted an average of \$2500 a year for a total average donation of around \$40,000.

Recipients of the Quilt:
James Dutcher –2024

“Raffle of many items including the grand prize, a hand crafted quilt with many patriotic themes. The quilt was donated by Elizatbeth Pinter, granddaughter of Francis A Arcier, the designer of the Waco CG-4A. He is often referred to as the father of the CG -4A. George Boyce was the lucky winner of this beautiful quilt.” —

Winter 2009 newsletter.

Beth Stripling—2023; Phillip Needham-2022;
-2021; Patricia Overman-2019;
Randy Lewis -2018; Al Bender -2017;
Scott Glover -2016; Gary and Shirley Best - 2015;
Jaymi Schumaker - 2014; William Waggoner -2013

_2012; -2011;
-2010; George Boyce -2009;

In October 2011 Susan was the recipient of the S.Tipton Randolph Memorial Award for outstanding service in the interest of the National World War II Glider Pilots Association.

Starting in 2025, Susan will be contributing the funds from the quilt to the Association's Scholarship fund. Come to the 2025 reunion and see what beautiful quilt Susan will be presenting at the Tucson Symposium. Buy lots of raffle ticket on Saturday! YOU MAY WIN.

A tradition that started in 2009 was having the veterans attending the reunion , have their group photo taken in front of Susan's quilt. Many attendees also have their photos taken in front of the quilt.



2023 Quilt



HEROIC ROLES OF GLIDERS IN WWI

by

Luke Bautz

2024 Scholarship Recipient



The Flying Donkeys of Burma is a story rarely heard, but it displays the flexibility of

using gliders to deliver soldiers, artillery, and even animals behind enemy lines. This essay will explore three types of military missions that gliders flew in World War II: Infiltration of troops behind enemy lines, delivering equipment and supplies to remote locations, and extraction of injured soldiers. As stories of these mission types emerged, the importance of silent saboteurs, the oddity of flying donkeys, and the firepower of forward artillery became great visual images representing these roles. Gliders created a means of aerial resupply that can be viewed as the precursor of modern-day airdrop missions by cargo aircraft. Glider operations were crucial to positioning forces behind enemy lines, renewing troops on the ground, and bringing greater strength to or behind enemy lines quicker than if done by ground convoys.

Additional benefits of glider insertions was the ability to deliver a platoon-size force together instead of spreading individual paratroopers out over a mile or more in an airdrop, delivering troops to a precise location, and being able to bring more or heavier gear with the inserted force, all while being relatively quiet and hard to detect. As the use of gliders became more

common, these pilots and their passengers were exposed to many risks. After being towed across enemy lines to the battlefield, often through Anti-Aircraft Artillery barrages and enemy ground fire, gliders always have wild descent to landing (or controlled crashing), often-times just a minute or two after release from the tow plane. Hedgerows and ditches were natural obstacles in farm fields, and "*Rommel's asparagus*" giant wooden spikes placed throughout likely landing zones could kill pilots and passengers, and destroy aircraft upon landing.

The first highlighted role of the gliders in World War II was to insert fighting forces silently behind enemy lines, giving an element of surprise to the attacking forces. The German assault on Eben Emael, a Belgian fortress, on May 10, 1940, was the first-ever use of gliders in this role. A combat assault team and highly trained engineers landed within the fortress perimeter and immobilized observation posts, defenses, and heavy weaponry within 20 minutes, far more effectively than a frontal attack on the fortress perimeter would have been. From the fort, the Belgians controlled bridges over the Albert Canal in the vicinity of Eben Emael. These transportation choke points were simultaneously attacked by German forces via glider insertions.

The stealthy arrival of the gliders helped the Germans gain control of two of the bridges, giving them control of the entire area quickly.

another mission that demonstrated the importance of the silent gliders' ability to insert troops behind enemy lines was on D-Day. The only units to successfully cross behind enemy lines were the 319th and its sister battalion, the 320th. They were referred to as "the Devils in Baggy Pants" and they were tasked to sneak close enough to German bunkers from behind the combat front in order to sabotage the bunkers before the main assault. As a result, the Allied powers destroyed many German bunkers using explosives and artillery delivered by gliders. Gliders were not only used for silent insertions of fighting teams, but they were also critical to resupply missions including equipment, ammunition, food, and even donkeys.

The second described role of the gliders in World War II was resupplying ground forces with necessary equipment and consumables like food and ammunition. Resupply to fielded forces could not rely only on established airports where the C-47 could land on a prepared runway. Parachute drops were possible from a C-47, but through smaller doors on the sides of the fuselage, not a large ramp or door in the tail of the aircraft. The glider allowed for resupply of larger items to be made in farmers' fields, without the need for a prepared runway. Because gliders had a hinged cockpit area that allowed the front section to swing open, the aircraft could be loaded with large items that could not be delivered by parachute from the C-47. Large equipment often transported included jeeps with towed artillery pieces or trailers. This required two gliders to carry one piece

each, and the gliders would have to land near each other, for the equipment to be rejoined and deployed at the Landing Zone. Special missions also transported large pieces of bridge-building structures, and some missions in Burma even included rigging that allowed mules to be transported by gliders. These missions delivered the Chindit 77th Indian Infantry Brigade and US 1st Air Commando Group to covert landing zones within Japanese-held territory. From the gliders' landing zone, the donkeys were used to carry heavy supplies through dense jungle as part of the infiltration. Before going on the missions, mules were required to have their vocal cords removed so they would not give away the infiltration force's position behind Japanese lines. The leader of the mission was General Wingate and he performed multiple test expeditions with mules. "At General Wingate's request, a CG-4A glider was rigged to carry three mules on a test flight. British soldiers built three padded stalls in the test glider and then, to everyone's surprise, were able to lead the animals aboard without a struggle" (Devlin). After these tests, the mules proved to be calm passengers aboard the gliders which allowed them to fly into combat.



Mules being loaded in a CG-4A glider USAF Photo

Only 3 mules, 700 pounds each, were allowed per glider and a soldier rode with them to shoot them if they became violent and risked crashing the plane. The mules were transported as part of Operation Thursday which ran for six days and six nights. During this operation, there were 74 missions in total which flew in 9,052 troops, 175 horses, 1,283 mules, and half a million pounds of equipment by the Troop Carrier Command, the RAF, and 1st Air Commando Group.

As interesting and unique as the donkey missions were, the resupply role of gliders in Burma far exceeded the donkey missions. Planning the missions was important, but would not be successful without fighters like Philip Gerald Cochran. He developed many tactical air combat, transport, and assault strategies for gliders as co-commander of the 1st Air Commando Group, particularly in Burma. As a fighter pilot, he was a part of many operations and missions as the lead on the C-47 and P-40. One of his most famous missions was leading the 58th Fighter Squadron flying out of Thelepte, Italy, in which he dropped a 500-pound bomb straight into German Headquarters in Kairouan, Tunisia. He destroyed the telegraph wires using a tactic he would later use in Burma. After that first experience, he arrived back in the US and eventually earned the role of co-commander of the 1st Air Commando Group by General Hap Arnold who specifically sought him out for the Burma campaign. Before arriving in Burma, British troops had already commenced battle with the Japanese. On March 5,

1944, Operation Thursday began which included transporting supplies, equipment, and the mules. The Air Commandos also provided support by serving as a distraction to the Japanese, protecting the British ground forces. The harassment was performed by P-51s and B-25s equipped with heavy artillery bombing bridges, parked aircraft, and other military infrastructure. The gliders arrived in waves which delivered aid in the form of troops, mules, and infantry. This helped keep the death toll under 150 soldiers and for the first time in military history the aircraft removed all killed, injured, and sick troops from behind enemy lines. These heroic acts of the 1st Air Commando Group continued through April.

They kept building airstrips for safe landings and gliders kept performing missions in which over ninety percent of them were at night over dangerous terrain. These brave men helped guide the way for the future of US Air Force Special Operations. In addition to inserting infantry teams and supplies, gliders were able to carry heavier weights and cargo than delivering supplies by parachute. That made these aircraft important to deliver jeeps and artillery guns.

In addition to the roles of troop insertion and resupply, the glider force had a special third mission set to extract injured forces from combat areas instead of slowly transporting them over land through combat zones where survival was not likely. This tactic was used in both the European and CBI theaters. Those successful



Snatch poles being set up. USAF Photo

extractions included a C-47 modified with a belly-hatch, hook, and winch that would snatch a cable strung between two poles on the landing zone. The cable was wound around the winch and retrieved as nearly a half mile of tow cable first stretched out and then retracted, allowing the glider to be pulled up to the ground, instead of the C-47 being anchored by the sudden weight and crashing. This remarkable engineering later morphed into the Fulton Recovery included the retrieval cable being suspended by a blimp and the recovery being made by a C-130.

Gliders were used in evacuating wounded mostly in Burma. . These evacuation missions, also known as snatches, saved gliders, troops, and wounded soldiers. Aeromedical evacuation snatch missions were especially beneficial given the harsh circumstances of combat. In the medical evacuation mission at [Remegan](#), which occurred on 22 March 1945 heroes like Medic Donald Huard and Lt.

Suella Bernard were able to provide critical battlefield care and then move the wounded to field hospitals. Donald Huard was a U.S. Army medic and had volunteered to fly from a Royal Air Force base in southern England in a glider so he could help treat the wounded soldiers. This mission delivered medical supplies and medical personnel to field hospitals in France that were not near airfields. After landing, he treated the injured and was instructed to load them onto a glider. During his first mission, he reported, "I saw men stretch out the glider's tether. One end was attached to the nose of the glider, the other end was split and attached to something that looked like a big volleyball net. We were ordered to get on board the glider after we helped load the wounded." Then a C-47 flew only twenty feet off the ground, and using a tail-hooked device, the C-47 grabbed the rope as it hung between two supports. The tow line jerked the glider into the air, but as a part of the procedure of the "[snatch method](#)," the pick-up hook was retracted

and crew members attached the tow line to a winch which was used to reduce the violence of rapid acceleration on the glider. The winch held more than one thousand feet of steel rope wire as the line. After the hook latched on, the wire was wound up still maintaining enough tension to pull the glider off the ground.

Along with Huard, another unsung hero during D-Day glider missions was 1st Lt. Suella V. Bernard who served as a flight nurse with the 816th Medical Air Evacuation Squadron. Lt. Bernard was one of the first two flight nurses to make evacuation flights in Normandy after D-Day. She boarded a C-47 transport plane on a snatch mission in which she would tend to wounded soldiers en route to the French hospitals.

During these missions, she cared for twenty-five gravely injured soldiers, both American and German. Bernard became the only nurse known to volunteer for the glider missions and received an Air Medal for her valiant efforts to save the lives of soldiers.

This paper reviews the important roles and missions of gliders in World War II, including infiltrating troops behind enemy lines, delivering artillery and supplies to isolated locations, and the aeromedical evacuation of wounded soldiers. While the gliders' important roles during World War II are sometimes overlooked in today's history, they were a vital point in the Allies' strategy to deliver troops and equipment directly into combat and evacuate casualties. Aviation heroes



Lt. Suella Bernard

such as Cochran, Huard, and Bernard used the glider during World War II to blaze the trail for modern airdrop capabilities of even larger cargo loads. Even beyond the value that gliders brought through their strategic importance, the real and daily impact on warfighters' lives was profound. The gliders' support by delivering supplies, fire-power, infiltration, and medical relief saved lives daily.

RESEARCHING THE DETAILS OF A GLIDER RIDER'S JOURNEY

By HANS den BROK

Recently, I had the opportunity to assist the niece of a glider rider. She posted on social media asking if it was possible to identify the pilot of the glider that had carried her uncle into Holland. Something about her message caught my attention, and with relatively little effort, I was able to find the answer. She later reminded me that I had helped her before with a similar inquiry—but at that time it was regarding Normandy.

The histories of Troop Carrier and Airborne units are closely intertwined, but their details often fail to align. This disconnect is largely due to gaps in record-keeping; when information was documented, it typically reflected only part of the broader picture—either from the Troop Carrier perspective or the Airborne viewpoint. In this case, however, it was possible to piece together the connection between these two streams of information.

S/Sgt. Harry G. Berry served during World War II with the 80th Anti-Aircraft & Tank Battalion, a unit within



S/Sgt. Harry Berry. Looking at his overseas stripes, he's been 2 years Normandy and holland.

INDEX

the 82nd Airborne Division. Like other artillery units, the 80th was organized into several batteries. S/Sgt. Berry was assigned to Battery B, 1st Platoon, 2nd Squad. Among the items he carried throughout the war was a small diary—a vital resource that proved instrumental in uncovering details nearly 80 years later.

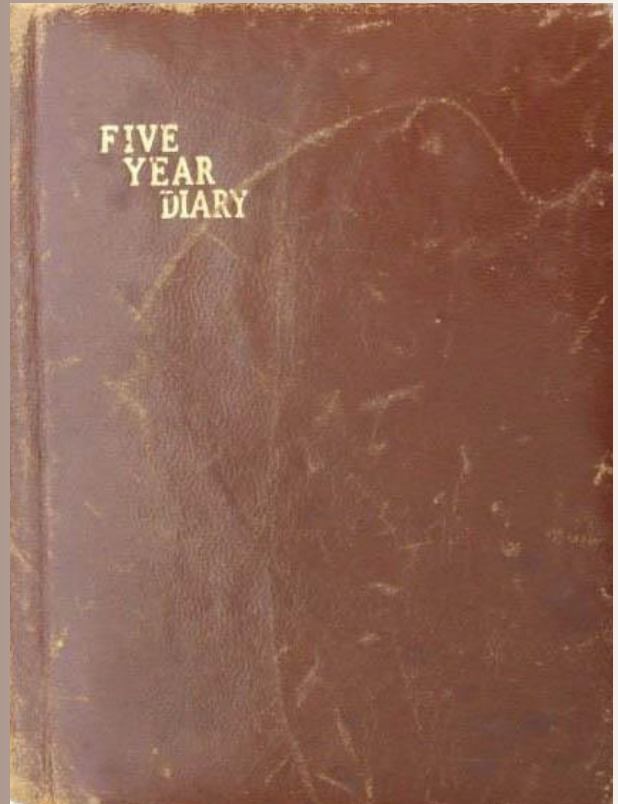
His first entry is dated March 25, 1942, the day he departed for Fort Harrison. On April 29, 1943, he left the United States aboard the USS *George Washington*. Serving with his unit, he saw action in North Africa and Sicily. On September 24, 1943, he landed in Italy by boat. On November 18, he began his journey to the United Kingdom, arriving on December 9 and debarking the following day. After some time, the unit relocated to England, arriving at Camp Oadby on February 16, which became their base while stationed in England.

D-day:

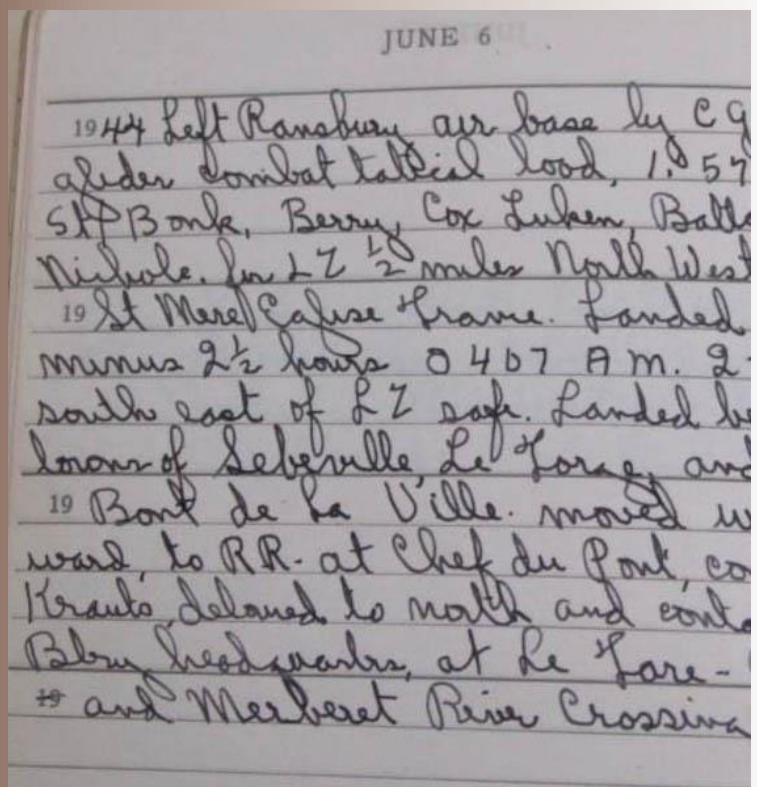
On May 28 they left their camp and arrived at Ramsbury field. Ramsbury was the home field of the 437th Troop Carrier Group. S/Sgt. Berry's diary entries are interesting as it shows a bit of what they did the days before the mission:

29-May-1944

Prepared and loaded our CG-4A gliders for tactical mission into Normandy France. My load



The diary kept by Sgt. Berry. His notes made it possible to find more details about the glider and pilots who flew him into combat.



was ¼ ton trailer with 1558 lbs. of 57mm ammo and 6 men.

30-May-1944

Left our camp quarters and walked to air strip to work on our individual glider loads, checked, ropes and chains, with turnbuckles.

31-May-1944

Secured from supply Sgt our chemical warfare equipment and new gas mask. Dyed my field jacket dark green with grass stain.

01-June-1944

Lt. Jasper Booth took first platoon to air corps movie house. Silver skates was showing, had already seen, failure

02-June-1944

First platoon received their first briefing on Normandy mission at headquarters, from Capt. Russel, we now know where we are going.

03-June-1944

Reviewed the mission of investigating along a pill box on Amfreville road at RR crossing taking Luken -Cox and as rifleman + Bazooka man.

04-June-1944

Got our first battalion problem as to our mission in Normandy – first platoon north of Amfreville second platoon to Pont L'Abbe.

05-June-1944

Final lashing and tying of gliders, checking all combat equipment, last minute details.

In the early hours of June 6, gliders took off from Ramsbury as part of the second serial of Troop Carrier Command's mission to Normandy. S/Sgt. Berry recorded the following entry in his diary:

"Left Ramsbury air base by CG4A glider, combat tactical load, 1:57 am. Sgt Bonk, Berry, Cox, Luken, Battaglia, Nichols, for LZ ½ mile northwest of St. Mère Église, France. Landed 'D' minus 2 ½ hours, 0407 am, 2 ½ miles south-east of LZ, safe. Landed between towns of Sébeville, Le Forge, and Le Bout de la Ville. Moved westward to R-R at Chef-du-Pont, contacted krauts, detoured to north and contacted Btry headquarters at La Fièvre – R-R and Merderet River Crossing."

This diary entry became a crucial starting point for further research, helping to determine the number of men carried in the glider and their movements.

The 82nd Airborne Division's reports on the Normandy and Holland missions include detailed charts of the gliders, listing their loads and additional information. These reports are the first place to look for further details.

SERIAL N° A-2		TIME OF DROP-1400				FIELD-8	
ORGANIZATION	TAIL NUMBER	GLIDER				PER	
		INTACT	DAM	DES	MISS	OK	K
BTRY "B" 80 TH AABN	279241		X			2	
"	43-27453			X		3	
"B" BTRY. - 80 TH AABN.	42-79200			X		3	
"	43-41832			X		3	
"	43-41854			X		3	
"	43-39926	X				6	
"	42-47425			X		2	
"	42-46514		X			10	
"	43-42243			X		2	
"	43-41823			X		2	
"	43-41429		X			2	
"	43-36719	X				3	
"	42-47425			X		2	
"	43-1047		X			3	
"	42-6522			X		6	
"	42-57400			X		2	
"	43-79156			X		2	
"	43-41434		X			3	
"	42-79208			X		2	
"	42-62470			X		2	
"	42-56304			X		10	
"	42-56290			X		3	
HQ. 82 ND A/B DIV. ARTY	34-5965			X		13	

Although known that these rosters have their flaws, they can be helpful. In this case it was. The number of passengers was what narrowed the search. Sgt. Berry flew along in either 43-39926 or 42-6522. Both gliders had 6 passengers. One of these is listed as 'destroyed' and the other as being 'intact'. Sgt. Berry wrote that

they landed safe, so it is most likely that 43-39926 is the glider that carried them.² Now that the glider number is known, the search continues to the Mission Orders.³

There it was found that this glider was piloted by F/O John L. Schanck, and F/O Leon C. Stone.

437TH TROOP CARRIER GROUP
OFFICE OF THE OPERATIONS OFFICER
APO 133, US ARMY

6 June 1944

MISSION ORDER:

NUMBER 1:

TYPE OF MISSION: Glider Combat.

1. The following listed combat personnel will participate in Serial No. 28 (Detroit), F.O. No. 1, Hq, 53rd Troop Carrier Wg, APO 133, dated 0800 Hours, 1 June 1944, as indicated:

Capt.	PHILLIP F UHLENBROCK	0-666474 Co-Pilot
2d Lt.	Herbert L Russell	0-813989 Navigator
T/Sgt.	Oren L Setzekorn	17159292 Crew Chief
S/Sgt.	James B Rice	16058595 Radio Operator

GLIDER NO. 43-39926

F/O	JOHN L SCHANCK
F/O	LEON C STONE

T-121685 Pilot
T-123874 Co-Pilot

Now that we have the names of the glider pilots from Mission Order Number 1 it is a matter of looking up the glider pilots reports. They wrote:

We landed at 0410, 6 June 1944 in Field B (Grid Coordinates, 340-939). We were fired upon in tow and were hit by heavy fire in the left wing and rear fuselage.

We washed out our left gear on landing, but all equipment and personnel was okay. There was no fire directed at us when we were on the ground.

We noted the ship of Lt. Ittner which was

GLIDER PILOT INTERVIEW SECRET

Pilot:	John L. Schanck, T 121 685, F/O, 53th TC Sq.
Co-Pilot:	Leon C. Stone, T 123 874, F/O, 53th TC Sq.
Glider:	CG4A (4).
Date:	9 June 1944. Serial 28

We landed at 0410, 6 June 1944, in Field B (Grid Coordinates, 340-939). We were fired upon while in tow and were hit by heavy fire in the left wing and rear of fuselage.

We washed out our left gear on landing, but all equipment and personnel was okay. There was no fire directed at us when we were on the ground.

damaged and spent several hours taking personnel and equipment from this glider. Cpt. Russel and one corporal were injured,

the Captain having a broken leg and a dislocated left hip.

The French came to investigate the glider, but fled. Later a small boy and an old man came back to point out directions. We got transportation for Capt. Russell, the Corporal, Lt. Ittner and F/O Levering. We proceeded to Corquebut to French Calvary (French staffed).

We left for the assembly area northwest of Ste. Mere Eglise and saw enemy action near Chef-du-Pont. We proceeded to Gambosville south of Ste. Mere

[INDEX](#)

Eglise and joined paratroopers who were withdrawing from that area

We later came back to Corquebut to see how Lt. Ittner and F/O Levering were getting along. They were still with French & civilians who were of some help. We spent the night at Corquebut. French civilians collected 30 pararacks, stored them in a barn and turned them over to the paratroopers. A first aid paratrooper was brought back.

We saw gliders coming in and made our way towards them. We found a first aid station then a jeep was dispatched. We were detailed to search and guard a German prisoner. We reported the position of pararacks to the paratrooper who spotted them on a map.

Snipers were active towards the beach so Stone and Goodman (of the 436th Group) went in search with a flame thrower. A group of 14 marched down toward Ste. Marie du Mont. Out of town snipers opened up and an MP 1st Lieutenant asked us to go back to town for help. We were strafed by an ME-109. We caught a GI truck to the beachhead, passing German prisoners, paratroopers, etc. The beachhead was very orderly. The Germans came over with 190's and bombed the beach. We were put on an LST and put on the British Cruiser PREBUS which took us back to Weymouth where a truck took us to Greeham Common.

Flight to Holland:

For the Market Garden operation, S/Sgt. Berry had another helpful entrée in his diary:

Left Camp Balderton, Air strip (England) at 1140 hour by CG-4A glider, for Combat mission at Groesbeek, Holland. Glider 59 Pilot –

Kosenka, and Berry Second Squad, a great undertaking for the Air-Borne – Flying Coast Artillery Corps. Landed on LZN, 1530 Groesbeek, Holland, whole first platoon landed safe, first person sighted was Lt JJ McFadden, Platoon was organized under Cpt Duncan sent to Btry “B” C.P. at 1545, same day. We found our first platoon intact and ready to do their job. Arrived at C.P. 1645 and move to position at Grave, Holland attached to 504 C.B.T. at 1800.

It was this last one that his niece talked about and that triggered my interest. The reason was the given chalk number, 59. There were different ways of numbering the gliders. Some used a prefix for each day. Thus 17 September had A-1, A-2 and so on. The Groups glider serial of the next day had B-1, B-2 and so on. Each Group had their chalk number. Others continued counting over the days. Thus for example, if a Group flew two days, each day with 80 gliders, it would be:

Day 1	Day 2
A-1 to A-80	A-1 to B-80
1A to 80A	1B to 80B
1 to 80	81 to 160

Now we had to look at the serial of 439th Troop Carrier Group. And, there is not so much known about those markings. Photo evidence is usually the best, and I knew of one photo of which Charles Young's son had provided me a scan.⁴ I studied this scan to see if I could see any evidence of the chalk numbering system used. And yes, there it was, chalk number 54. This made clear that the 439th continued numbering their glider chalk numbers. And thus, the



The mentioned photo. In the orange square is the chalk number, number 54. (Ch. Young)

ninth glider of that serial was the one we were looking for.

Beside the more than excellent book, Young also re-created the serials of his Group, by adding aircraft numbers and names to each position (and thus chalk number). From this information it was easy to locate the glider carrying S/Sgt. Berry was piloted by F/O Verne I. Ogden.

Further, Young's file provided the tow plane. The number being 42-93004 and the crew being 1st Lt. Raymond J. Leonard (P), 2nd Lt. Carl E. George (CP), S/Sgt. Oscar C. Knapp and Sgt. Frank Mendola. What is missing is the glider's tail number.

In some files that I had received from a friend years ago I found the extra information.

80th AIRBORNE ANTIAIRCRAFT BATTALION						
Battery "A"						
Glider Serial No.		Glider Commander		No. Personnel	Equipment	
OK DAM DSS MISS				NO K W M	VER S U Land-	ed at
277629	X	T/5 Linke, Michael F.		3	G X	LE
274017	Y	Cpl. Johnson, Martin E.		3	G X	LE
279241	X	Sgt. Berry, Harry G.		2	J X	LE
330822	X	Cpl. Kaufman, Glenn W.		3	G X	LE
279280	X	2d Lt. McPadden, John J.		2	J X	LE

The above file shows Sgt. Harry G. Berry given as Glider Commander. He was the senior airborne soldier, and in his rank and function, the CO of the glider crew. Except about the flying part, that was the kingdom of the pilot. This also shows that he was in glider 42-79241, that the glider was damaged, carried a jeep, had two passengers (Sgt. Berry and Joseph P. Kosena) and had landed on the LZ. (via Christian Dijhuizen).

After landing in Holland his battery reported to

504th Parachute Infantry Regiment at Grave. A few days later he was deployed to support the Waal crossing and crossed the river at 7.30 pm. Sgt. Berry and his unit remained active in Holland until they moved out of the Nijmegen battle area on 14 November.

A month later, on December 17, they left their camp in France for deployment in the Bulge. He remained with the unit until he was sent home early April 1945 for furlough. The war ended.

SERIAL N°A-2		TIME OF DROP-1400					FIELD-BALDERTON					LZ-N ROUTE-N					GP N° 439	
ORGANIZATION	TAIL	GLIDER			PERSONNEL					JEEP		TRAILER		GUN		DISTANCE		
	NUMBER	INTACT	DAM	DES	MISS	OK	KIA	EVAC	MISS	SER	UNSER	SER	UNSER	SER	UNSER	FROM LZ		
BTRY "B" 80 TH AABN	279241		X			Z				X						"		
	322222		X			Z										"		

The 82nd A/B report gives the same information

¹Bonk, John F, Cox, R J, Jr, Battaglia, Joseph A, Luken, Harold P and Nichols, Frank

²In the file shared by Sgt. Berry’s niece it says that I also found the name of Bonk and Philips (in the other 6 men glider), but remarkably, I have no clue where I would have found that.

³Those of the 437th are among the most complete of all Troop Carrier Groups. Actually, such files are rare.

⁴Charles Young was Commanding Officer of 439th TCG during WW2 and his book ‘Into the Valley’ is one of the best books on the subject of Troop Carrier history.



F/O Verne I. Ogden



F/O John L. Schanck



2024 Memorial Donations to the National WWII Glider Pilots Association

Thank you to those of you for your donations! We very much appreciate your support.

Dr, DON ABBE Honoring: Silent Wings Museum

ANN ADAIR Honoring: Earl Neal

MICHAEL ADDY Honoring: James Addy

DAVID BARNES Honoring: Ralph E. Barnes Jr.

ROBERT BARNES Honoring: Ralph E. Barnes

ROB BEAHAN Honoring: 1st Lt. Robert H Beahan

LAURA BRIGGS Honoring: Paul J. Melucas

RICHARD BRZOZOWSKI Honoring:
William Ray Daugherty

THORN CARY Honoring: Thornley C. Cary

CLAUDIA COGGIN Honoring: Lt Franklyn B. Stickney

STEPHEN COGGIN Honoring: Lt Franklyn B. Stickney

KENNETH CRAIB, Jr Honoring: John W. Lisano

ZACHARY CROMLEY Honoring: Roger W. Smith

WILLIAM GIORGIO Honoring: Charles Brema

TIBBY GOLD Honoring: Ralph I Wilcox

CHARLES HOBBS Honoring: Capt Henry C Hobbs

JIM HOOPER Honoring: William Hooper

DALE JOHNSON Honoring: George Johnson

ALANA JOLLEY Honoring: Walter B. Lindberg

LtCol JOHN LANEY Honoring: John Aris Laney

PATRICK LARKIN Honoring: James Larkin

TIMOTHY LARKIN Honoring: James Larkin

STEVEN LAUDRILLE Honoring: Robert Laudrille

DANIEL LAWLESS Honoring: Daniel Andrews

CRAIG LECCE Honoring: Peter J. Lecce

MILDRED LUAllen Honoring: Stanley G. Persson

ANTHONY (TONY) MAGISTRO Honoring: John Magistro

ANTHONY (TONY) MAGISTRO Honoring: John Magistro

Lt Col WILLIAM MCDONALD, USAF Ret Honoring:
Troop Carrier

AUTHOR SCOTT MCGAUGH Honoring: Troop Carrier

JULIE NICHOLS Honoring: Robert Dial Robinson

R.BRUCE and PATRICIA OVERMAN Honoring:
Major Lee Whitmire

HENRY PERSONIUS Honoring: Henry L. Personius

DAVID and E. SUSAN PINTER Honoring Francis Arcier

Mrs MARY ROEMER Honoring: David Trexler

MICHAEL SCHELLEY Honoring: Jerome Howard Schelley

MICHAEL SQUILLO Honoring: Piero Squillo

GARY and BETH STRIPLING Honoring:
Claude "Chuckles" Berry

ROGER UNDERWOOD Honoring:
Clifford "Cliff" N.U nderwood

AUTHOR MARK VLAHOS Honoring: Colonel Clayton Stiles

BARBARA WOODS Honoring: Willard C Woods

HONORING OUR TROOP CARRIER MEMBERS



FRANK T BRANDON
GLIDER PILOT



BILLIE S CHEOLAS
POWER GLIDER PILOT



RAY CHAMBERS
GLIDER PILOT



LARRY L HEYRMAN
101st Airborne
503rd Infantry HQ



JAMES O HAMMERSMITH
GLIDER PILOT



FRED H LUNDE
GLIDER PILOT



LAWRENCE ALDEN SIDLER
GLIDER PILOT



DWAYNE NICKERSON
GLIDER PILOT



KEITH SMITH, JR
POWER GLIDER PILOT



ROGER W SMITH
GLIDER PILOT



JAMES R WINNIE
CREW CHIEF



JACK W TEMPLIN
GLIDER PILOT

MISSIONS

THANK YOU TO THOSE FAMILIES AND FRIENDS WHO HAVE CONTACTED THE LBS RESEARCH TEAM
TO PARTNER ON RESEARCHING WWII TROOP CARRIER HISTORY DURING THIS QUARTER.

FAMILIES HELPING FAMILIES

Louis Holt - grandson of 2ndLt Arnold L Holt

Anthony Archer - grandson of F/O Edgar A Archer

Ryan Phillips - grandson of 2ndLt Robert Jack Phillips

Brian Stitzinger- son of 2ndLt Bruce Lester Stitzinger

Meaghan Nelson - great grandfather of Frank Hugh Whittington

Adrian Webb - researcher requesting Information

Timothe Looock - collector of 2ndLt Edward H Giles

Rob Overman - cousin of F/O William Palmer Ward

Rebecca Palmer - daughter of Corporal George TBD Visnic

Richard Homan Jr. - son of F/O Richard Dewey Homan

Molly Lukas - granddaughter of F/O Alfred E Lukaszewski

Cynthia Schweigert Shelton - granddaughter of 2ndLt George E Schweigert

Jasmine Yates - granddaughter of TBD Donald Leoy Yates

Clint Mesle - nephew of 2ndLt Clinton H Gumbrecht

Dominic Calvani - grandson of TBD Torello Howard Calvani

Ed Ryman - son of Sherman Ryman

Paul Muhamedcani - grandson of 2ndLt Paul E Carney

Greg Randall - son of F/O Frances Lowell Randall

Ross Singleton - great-great-nephew of British Pvt Alexander McNeil Jones

Vicente Suarez - neighbor of F/O Joseph Raymond Rodriguez

Lara Heintz - granddaughter of TBD John E Heintz

Mick Flynn - son of F/O Hershel Dale Flynn

Bryan Schuessler - grandson of F/O James Harrison Schuessler

Angela McCoy - neice of F/O Steve Adam Najvar

Rob Fowler - son in law of F/O John Henry Wesley

J. E. S. Stuart - grandson of Ray Edward Meeker

David Skinner - no direct relation of F/O William Ely Schlichtner

Jonathan Abbott – researching F/O George Frazier Cheston

Tim Donovan - son of 2ndLt Daniel F Donovan

Ava Rudnicki - daughter of 1stLt Paul Timothy Rudnicki

Kurt Davis - son of 2ndLt Charles Nelson Davis

Diane Laird-Ippolito - daughter of 1stLt Wilbert George Laird

Dennis English - no direct relation of F/O David Vencil Whitten

Troy Adamietz - great grandpa of F/O Ignatius E."Buddie" Adamietz

Colin Bal – author requesting Information

Roger Brown - Associate Fellow RHS requesting Information

Jeff McGovern – researching F/O Thorton C Schofield

Caroline Kuhn - daughter of 2ndLt Eston Cameron Kuhn

Brian Stitzinger - son of 2ndLt Bruce Lester Stitzinger

Thierry Vadic - collector- F/O Frank L McGowan Jr.

Kaitlin Hall - granddaughter of F/O George Alverton Rhoads

Sheryl Bergstrom - daughter of 2ndLt Gerald F Lindsey

Norene Guilford - daughter of 2ndLt Anthony C Gates ***

George DeCarlo - researching F/O Eugene Hulett Meyer Jr.

Andrew Alderman - grandson of Sgt Carl TBD Schaffer

John Wright - son of F/O John E Wright

Laura McCampbell Villarreal - daughter of 2ndLt Willaim Pancoast McCampbell

Steve Hock - son of F/O Eugene M Hock

Michael Mitchell - nephew of F/O Charles Leon Dodd

Jan Stout - step-son of F/O Wallace (Wally) Leroy Hamilton

Etta Davidson - friend of F/O James A Curran

Ken Craib - grandson of CPT John William Lasano

Michael Getty - nephew of 2ndLt Thomas F McGrath

Joe Frazer - grandson of F/O Henry L Lysek

Andrew Hansen - son of F/O Arthur James Hansen

Daniel Knox - son of 2ndLt Clinton Samuel Knox

Kaitlin Twardowski - daughter of F/O George Alverton Rhoads

Robert Tyler - grandson of F/O Earl L Durbin

Mary Flint - daughter of 2ndLt Harry Pantreath Thomas Jr.

Miriam Grunert - granddaughter of 2ndLt Webber W Shows

Henry Hay - great-nephew of F/O Pierpont Bishop Parrott

Neil Cotter - indirect relative of F/O Herbert Humphrey

Nannonuumous - neice or nephew of S/Sgt Charles Sheridan Brennan

Kayla Garcia - granddaughter of 2ndLt Dale Eugene Edinger

Karolyn Hambrick Fessler - daughter of F/O Frank Eldridge Hambrick

Frédéric Labeque - grandson of 2ndLt Peter Francis Corrigan



Toby Miller - grandson of 2ndLt Ray Coleman Miller

Barbara Bingham - Correction request of 2ndLt Carl Joseph Zett

Dennis Metz - grandson of Paul Arthur Metz

Joe Miller - son of 1stLt James P Miller

Diane (Kulasa) Michalec - granddaughter of F/O Joseph Lawrence Kulasa

Mathew Paniccia - son of S/Sgt Charles J Schonger

Hunter Hill - grandson of 2ndLt John D Hill

David Keeton - son of F/O Robert Jake Keeton

Jane Molinari - daughter of F/O George (NMI) Julian Jr

Theresa (Barr) Lynch - daughter of F/O Joseph V Barr

Carol Schultz Conner - daughter of 2ndLt Howard Gramm Schultz

Tony Magistro - son of F/O John Magistro

Louis Holt - grandson of 2ndLt Arnold Lester Holt

Michael Larkin – researching F/O Cyrus S Carson Jr

John Keressi - nephew of Sgt Andrew S Straka

Kim Roberts - granddaughter of F/O Frank Lee Cortopia

Diane Husk - no direct relation of TBD Gregory Wilson

Stu Megaw - son of TBD Walter Edward Megaw Jr

John Emerson - nephew of F/O Clifford LaVerne Emerson

Tim Queeney - author requesting Information

Colby Lindsey - grandson of TBD Claude Edward Stegall

Nancy Sharpe - daughter-in-law of N/A George Willaim Sharpe Jr

Ben Balcom - great-grandson of F/O Horace J Theriot Jr

Casey Crowell - grandson of Pvt Delmas Kenneth Sanford

Dayna Underhill - granddaughter of F/O Byron D Underhill

Jon Lavin - collector of F/O Andrew W Hoyt

JoAnne Peters - granddaughter of 2ndLt Everett C Hunley

Tom McCann - son of 1stLt Thomas James McCann

Jim Nephew - grand-nephew of F/O Sylvan Ralph Lucier

Daniel Templin - grandson of F/O Jack W Templin

Curtis Tilly - grandson of 2ndLt Henry Mathias Uberecken

Mike Sumrell - Amateur Historian of F/O Dale Elred Oliver

Holly Murphy - daughter of F/O Jack G Murphy

Wayne Thomas - researching Information

James Dutcher Jr. - son of F/O James Dutcher

Dave Frederick - son in law of 2ndLt Thomas J Moore

Angela Nicholson - granddaughter of 2ndLt George Gerald Bundy

Kirk Meyer – researching Oscar Alexander Aubin

Stephen Miller - son of Pvt Lloyd Pershing Miller

Gregory Withrow – researching F/O Adrian Rothrock Loving

Donli Overfelt - granddaughter of Dale E Overfelt

Joseph Goldberg - grandson of F/O Isedor S Goldberg

James Patrick Buatois – researching James Patrick Bennett

Bob Prescott - researcher requesting Information

Jeff Brett - researcher requesting Information

Barbara Phillips Bognanno - daughter of F/O Leonard R Phillips

Abigal Sullivan - great grand daughter of Benjamin

Gregory Withrow - researching 2ndLt Morris J Bennett

Alicia Lutche - great-granddaughter of 1stLt Louis Edward Lutche

Jen Chriton - daughter of SGT Paul Jr Peters

Michael McGinnis - son of F/O Richard D McGinnis

Jack Dierks - grandson of F/O Adolph Carl Anderson

Jessica Ives - Film Producer of 2ndLt Erwin J Morales

Glenn Decker Sr. - nephew of F/O Bruce L Decker

Cameron Heath – researching F/O William Peter Pace

THANK YOU FOR YOUR SUPPORT

JOIN OUR ASSOCIATION AND HELP PRESERVE TROOP CARRIER AND THE COMBAT GLIDER HISTORY



DONATE

80TH ANNIVERSARY OF BASTOGNE

1. No difficulty
2. Communications--None.
3. Did not see lights from towplane; smoke on ground OK.
4. No operational discrepancies.
5. Briefing regarding flak positions was inaccurate.

H. SUMMARY: Take off and flight en route were good. Hit intensive flak about three minutes from LZ. Glider was struck in left wing by direct hit, and many holes were punched by flak fragments in fuselage and tail as well. Recognized LZ by smoke, cut properly and landed what looked to be good field from air. But when wheels had touched I saw a large ditch and fence ahead, which I negotiated without damage to myself or load. Ground was slippery, and I had to dig in a wing in order to stop. Artillery unit unloaded glider. I went to Div CP, being the first GP to arrive, and gave information where to find the small box of primers for the 155 mm shells in each glider. I was asked by the commanding officer to accompany him and make sure all primers were removed from the gliders. Upon starting to return to Bastogne, we were delayed one and one half hours while the enemy were shelling a bridge. When we returned, the other GPs had already been evacuated. I spent the night in Bastogne; it was heavily bombed and strafed by the Germans. I saw no AA defense other than .50 cal mg. During my stay in Bastogne I saw a P-47 strafe our own troops. I was evacuated at 1230 A, 28 Dec, together with PWs and American troops being relieved. The trucks took us to Florenville where the VIII Corps Hq sent me by jeep to Luxembourg City. Arrived there about 1800, and had great trouble getting a place to eat and sleep. Left Luxembourg in a 94th TC Sq plane for Paris at 1445 A, 29 Dec, arriving at 1600. I noticed a 93rd TC Sq plane on the field and went to it, but for one reason or another it was ordered not to take off. We spent two nights in Paris in poor quarters near the field. Returned to A-39 at 1100, 31 december.

Lt Col Barnes, FA, at Bastogne said that as he saw us flying in he knew we would pass over intense flak, because he had known for some time that the Germans had flak positions on the course we flew.

Numerous people with whom I talked at Bastogne seemed to think that we should have known that the corridor had been opened by the 4th Armored Div.

At Luxembourg a Lt Col, AC, connected with G-2 said that he would like to know who passed out the information that flak was south of the RR, because the fact of the matter was exactly the reverse.

The narratives of all the glidr pilots who made it back to base are now on the website in the Bastogne sidebar. <https://ww2gp.org/ardennes/>

Cover photo: Glider Pilot Fred Lunde at 102 attending the 2024 National WWII Glider Pilot Association Reunion/Symposium in Dayton Ohio, October 3-5.

All rights reserved. No part of this publication may be reproduced, distributed, or transmitted in any form or by any means, including photocopying, recording, or other electronic or mechanical methods, without the prior written permission of the publisher. For permission requests contact the National WWII Glider Pilots Committee, in writing. Fall 2024

~~SECRET~~

[INDEX](#)