

WWII U.S. GLIDER PILOT'S BRIEFING

NATIONAL WWII GLIDER PILOTS COMMITTEE OFFICIAL COMMUNIQUE
SILENT WINGS MUSEUM FOUNDATION

Legacy of the World War II Glider Pilots Association



"2021 VIRTUAL SYMPOSIUM"

"We were treated like Royalty. I love that at his age my dad can still have new best days. Friday was absolutely one of his favorites."

–Wendy Cameron

ALSO INSIDE:

C-47 PILOT'S HARROWING EXPERIENCE IN BASTOGNE
CREW CHIEF'S MEMORIES OF WWII
NOT-SO VIRTUAL IMPRESSIONS OF A
VIRTUAL SYMPOSIUM
A CHRISTMAS POEM

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SIONS - TROOP CARRIER MOVEMENT-
ELECTION RESULTS

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You have received this quarterly briefing because you are a paid member of the National World War II Glider Pilot Committee which is a component of the Silent Wings Museum Foundation. The Foundation is an independent 501 (c) (3) non-profit organization incorporated to support the Silent Wings Museum, and is not otherwise connected with the City of Lubbock, TX. The briefing content is created by our members who are not compensated for their research and writing. This content provides you with glider and other troop carrier stories, information, images, and history usually obtained directly from U.S. Military archives and other sources not in common circulation.

To stop receiving publications contact Claudia Coggin at claudia.coggin@gmail.com

Executive Council Election Results

Elections were recently held by email for all of the positions on the Executive Council that are subject to election. The following positions ran unopposed:

Chair	Gary Stripling
Vice Chair	Joan Abrahamsen
National Wing Commander	Patricia Overman
Treasurer	Chuck Hobbs
Secretary	Claudia Coggin
Historian	Charles Day

Five candidates ran for three Member at Large positions. The results of that election are, in order of the most votes received:

Mark Vlahos	24 votes
Trevor Shimulunas	20 votes
Tom Martin	20 votes
Colin Henderson	16 votes
James Marple	13 votes

A total of 31 members cast ballots.

The positions of Chaplain, 94th FTS Liaison, LBS Research Team Project Manager, Reunion Chair, Silent Wings Museum Foundation Representative, and Committee Historian will be appointed at the December 2021, Executive Council Meeting.

Thank you to all of those that voted and helped shape our organization's leadership for the next year. And a special thanks to those who ran for office and made this a real election.

RBO

Editor's Note

Dear readers,

I want to take this moment to bring attention to a small milestone. It's with gratitude and respect that I recognize this edition of the *Glider Pilot's Briefing* as the official year-long anniversary to our publication's relaunch. It does not seem to have been a year already, but with this Winter edition we have come full circle.

Year In Review—Cover Stories

Winter 2020 - *Glider Down*, the story of F/O Leroy Shimulunas' crash landing behind enemy lines in the jungles of Burma, by the editor.

Spring 2021 - *The Battle for Blumenkamp*, the story of how glider infantry, artillery, and pilots fought to secure a small German town in the thickest of combat.

Summer 2021 - *A Discovered Treasure*, the interview and impressions of glider pilot Roger Smith's experiences, by his friend Zach Cromley

Fall 2021 - *Brothers*, the story of two American brothers separated by war but reunited at an airfield in Europe, by Hans den Brok.

It has been a pleasure working with Patricia over the last year as we tackled content and layout. Thank you to everyone who has sent in article submissions, keep it up! I've learned so much from you all, and have high expectations for the year to come.

Best,

Trevor Shimulunas

NATIONAL CHAIR

We are once again fortunate to have a WWII veteran contribute an article to this issue of the Briefing. Crew Chief James Winnie provides a firsthand account of his experiences in the war.

We also have an article from a gentleman in the Netherlands, Kees van de Loo, who has been working with the LBS Research Team. Mr. van de Loo has an interesting story about his experience at a small museum dedicated to documenting the aircraft that went down in the Market/Garden operation.

Also in this issue is coverage of our recent virtual symposium with the 94th Flying Training Squadron. If you were not able to view it live, or you just want to see it again, it is now available at the members section of our website,

<https://ww2gp.org/reunion/>

This will be my last report as Executive Council Chair. It has been a privilege serving you and a genuine pleasure to work with the Executive Council. I will still be a member of the EC as the Immediate Past Chair, so you may still hear from me from time to time. I congratulate our newly elected council officers and I know we are in good hands.

R Bruce Overman, EC Chair

NATIONAL WING COMMANDER



Glider Pilot Instructor Don Ehr and Patricia Overman at Historic Flight Foundation 2014. Just got off a DC-3 that flew the Hump.

Facebook seems to play a very important part in our ability to get information and to give information. I

have had some great contacts through Facebook. Recently, I was able to track down one of our families that we have been looking for to hand off some very important information. I also was able to hand over some documents to the Curator, Kevin Sullivan, at Travis Air Force Base Museum, thanks to Dave Trojan. He happened to mention on Facebook that Travis AFB Museum had a C-47 that flew southern France, operation Dragoon as a member of the 62nd Troop Carrier Group fleet. The key to this research was that Dave posted the tail number of the C-47. I looked through the 62nd Crew list and found the tail number under the 8th TC Squadron. I contacted Kevin and he was delighted to receive the information that we had. These were both a lot of fun to work on. ****

One of my projects is to be able to honor all those who did not return from the war. In my research I find adding information to records for those who were Killed in Action or those who have died in training or other non-combat duties is sobering. However, on occasion, I run into those bits of information that are on the humorous side which are so much fun to read and I have to say those glider pilots were characters. As an example, in 2015, Hans den Brok, Christian Dijkhuizen, Bruce, and I went to the U.S. Air Force Historical Research Agency at Maxwell AFB. One of the many files that we copied was the 439th Troop Carrier Group papers. I happened to be looking through them for a recent request and came across this endorsement (see the next page) and thought you might enjoy the humor. ****

Our symposium was well received. I recorded it and have now gone through and edited each presentation into its own video with a consistent beginning and end to keep them related. They are all on YouTube under the National Glider Pilots Association Playlist titled, 2021 Virtual Symposium. The URL is

<https://youtube.com/playlist?list=PLsxJLVQNAlosVtuC9wTBpohOymhthE5K1>

Everyone was so cooperative and helpful that it was a lot of fun to put this together. I am hoping we will do more presentations. Maybe not on this scale but small single presentations on the anniversary of WWII events.

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OFFICE OF GROUP HISTORICAL OFFICER
439TH TROOP CARRIER GROUP
APO 133 U. S. ARMY

2 March 1945.

SUBJECT: Duty Officer Roster.

TO : Group Adjutant.

1. Your request that I serve as Duty Officer on 11 March 1945 leaves me cold.

Affectionately,

Arthur Kaplan
ARTHUR KAPLAN
1st Lt., A.C.
Historical O.

1st Ind.

G/B/2

HEADQUARTERS, 439TH TROOP CARRIER GROUP, APO 133, U S Army, 2 March 1945.

TO: 1ST LT ARTHUR KAPLAN, Group Historical Officer, Office of the Group, Historical Officer, 439th Troop Carrier Group, APO 133, c/o Postmaster, New York City, New York.

It is hereby directed that you submit this letter to the Group S-4 Officer by second indorsement requesting that a hot water bottle be requisitioned for your personal use on the night of the 11th of March.

Vincent E. Busone
VINCENT E. BUSONE,
Captain, Air Corps,
Officer in Charge of Making Duty
Officer Roster.

2nd Ind.

D/K/2

Office of Historical Officer, 439th T. C. Group, APO 133 U. S. Army, 2 March 1945.

TO: Group S-4 Officer, 439th T. C. Group, APO 133, U. S. Army.

Pursuant to direction per 1st indorsement (supra), undersigned hereby requests that bottle, water, hot, one each be requisitioned for personal use of undersigned on night of 11 March 1945.

Arthur Kaplan
ARTHUR KAPLAN
1st Lt., A.C.
Future Duty O.

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I do hope everyone has had the opportunity to watch all the symposium presentations, and especially those from our veterans. Roger Smith, who had great words in the end; Curtis Cameron's interview and the words of Fred Lunde on Market Garden. Fred is a great egg, when I called and asked him to record his statement on his actions during his time on the line with the 82nd airborne he did it immediately and the audio was put in the video. It is great! Thanks Fred.

I received a wonderful card from James Winnie. His article is in this Briefing. ***

A little bit of house keeping:

[PLEASE RENEW YOUR MEMBERSHIP.](#)

<https://www.ww2gp.org/membership/member.php>

Anyone renewing in November or December the membership automatically transfers to the next year. Fifty percent of your dues goes directly to support the class "A" Silent Wings Museum. Past membership has allowed us to: mail out the Briefing to the Veterans, have a symposium, have the database and website, give commendations to students, present awards and memorials, help families find out about their WWII relative, and many other things. All this goes to help educate the public and support our WWII veterans. Your membership is so important. I know I am talking to the choir, so do spread the word for people to join. I am still amazed at how many people have no idea that gliders were used in WWII or they believe that the glider pilots were members of the Airborne and know nothing about Troop Carrier. Another good reason to renew is to continue to receive the Briefing with the large photos and great articles. Thank you so much for your support!

Veterans you are honorary members and are renewed automatically!

Anyone knowing a Troop Carrier veteran that you do not think is part of our organization please send us the name and contact information. If you have a WWII story let us know! Send Trevor or I an email at nwwi-igpa@gmail.com.

Make sure that you are checking for our email messages in your inbox. Sometimes they end up in your spam, or promotion folders so check those at least once a week. That is probably where this is sitting.

Kind regards

Patricia Overman, NWC

LEON B. SPENCER RESEARCH TEAM

Quarterly Report Winter 2021

The LBS Research Team is nearing the end of the year in receiving and responding to information requests on U.S. Army WWII glider pilots. Since Jan 1, 2021, the team has logged 85 separate requests. The breakdown of the requestors is as follows: 37% from sons and daughters, 18% from grandchildren and great-grandchildren, 19% from nieces, nephews, great-nieces and great-nephews, 6% from friends, neighbors and other non-relatives, and 20% from researchers and museum personnel.

The breakdown of the information we provided by Troop Carrier Group (TCG) shows that we responded to requestors with information from 19 different TCGs with the 435th TCG being the most requested TCG followed by the 61st TCG and the 437th TCG. This further breaks down to information provided from 36 different Troop Carrier Squadrons (TCS) with the 77th, 83rd and 302nd Squadrons being the most requested.

The monthly requests that came in were spread relatively evenly over the year but peaked significantly in the month of March with January being the second most requested month.

The RT team is honored to support Troop Carrier glider pilots and glider mechanics as our first priority. We also try our best to be responsive to all request that we receive and have made many new contacts and acquaintances this year.

—Gary Stripling, Project Manager

CHAIR'S REPORT ON THE SYMPOSIUM

In October we conducted a [Virtual Symposium](#) in conjunction with the 94th Flying Training Squadron at the U.S. Airforce Academy.

Though nothing can replace getting together in person, the virtual symposium was nonetheless an excellent vehicle to both honor several WWII veterans and to disseminate some outstanding presentations.

Notifications were sent to all our current members and prior members and seventy-five persons registered to watch the five-hour event live. The symposium is now up on our YouTube channel (available at our members page on our website, ww2gp.org/reunion) and is broken into eleven segments for easier viewing.

Active-duty Air Force personnel were able to present live from the Academy. They include: [Lt Col Colin Henderson](#), [Major Brodie Henderson](#), [2ndLt. Andrew Crites](#), and [Cadet 1st Class Cole Resnick](#).

Sharon McCullar, curator of the [Silent Wings Museum](#), and [Captain Trevor Shimulunas, USMC](#), gave virtual presentations from Lubbock, TX, and Quantico, VA, respectively.

A video presentation of WWII glider pilot [Roger Smith](#) was filmed by Zach Cromley, and WWII glider pilot [Fred Lunde](#) made an audio appearance in the video presentation on Market/Garden. Scott McGaugh gave a video presentation on his upcoming book, [“The Brotherhood of the Flying Coffin”](#)

Our liaison to the 94th, Jeremy Lushnat, coordinated events at USAFA and [interviewed WWII glider mechanic Curtis Cameron](#) live. Patricia Overman was the virtual webinar moderator and edited the segments for uploading on YouTube.

Thanks to all of you who made this event a success and a huge thank you to Lt Crites, who handled the logistics at USAFA with outstanding efficiency.

—Bruce Overman



The days are getting shorter and temperatures are dropping. The end of the year is getting closer. Another year where Covid seem to have rules. Nevertheless, ceremonies to commemorate the battles have been held throughout the year. Mostly with a small crowd, as no word was spread around. Keeping the number of people in the crowds low, all precaution for Covid.

This is also the time to mention another event. In the past month we received e-mails and notifications through social media about a new movie. "The Forgotten Battle," a Dutch movie claiming to be about, well, the title says it, the forgotten battle. It does make me wonder which battle is "the forgotten battle." Being interested in WW2 for 40 years, I am certain that there are many forgotten battles. It depends on who you ask. Philippe Esvelin titled his second book "Forgotten Wing." Maybe not only because the gliders were forgotten as WW2 aircraft, but maybe as well because the Southern France invasion is always in the shadow of other battles. Those with connections with the 17th Airborne Division, or those who only participated in the Rhine mission, might claim that operation as the forgotten battle. Both Southern France and the Rhine mission are, like any other battles, in the shadows of the Normandy invasion.

Now, why did people notify us about this movie? For those who have seen the trailer, or the movie, it will be clear. The most expensive scene in Dutch film history shows a Horsa glider enroute to the landing zone near Arnhem. The glider got loose from the tug, and a landing in the Dutch province

Zeeland is what happened. A glider in a movie...yes, we are happy that gliders are not forgotten. For my country, a WW2 item with an Arnhem connection will be good anyway.

To be honest, I still have not seen the movie. So what I write is more about hear-say than my own experience. And with hear-say it might be good to look at that background as well. The background is that each and every film (book, documentary, museum or anything else) will be viewed by two kinds of people. One is the general public, the other group are nutty experts. The first group probably gives the best idea of if something is good enough. The second group will fall over every detail that is incorrect or strange. And, again with social media, it is easy to pick up the sounds of that last group. And that is what I will focus on a bit as well (being the same nutty expert kind of guy).

British gliders passed the area of Zeeland, and at least one Horsa glider landed in that province. But, that was an island further north. Filmmakers need to work with a story, and that part is OK-ish with me. One of the strangest things people talk about was that one of the occupants in the glider changed his uniform with a Canadian soldier. Hmm, yes, that sounds strange indeed. The part that I find the most remarkable is that people say that the "forgotten battle" remains a "forgotten battle." The movie is about the battle for the Scheldt. A nice connection with operation Market Garden is here as well. [Continued]

The Scheldt needed to be cleared to be able to use the port of Antwerp. Instead of that, Market Garden was launched. And...German troops that were evacuated from the Belgium coast were able to cross the Scheldt and move to the Market Garden battle area. Those were deployed on the west side of the corridor, being able to put pressure on the LZ near Son, and the Veghel bridges (the corridor was cut while trucks with glider pilots moved south).

Thus, while Market Garden was working its way to become a fiasco, Canadian troops battled for the south bank of the Scheldt. And after that was cleared, Commonwealth troops invaded the Walcheren Island. This was the only other battle where the Atlantic Wall was breached. The first

being, of course, in Normandy. And that little detail: that Hitler's Atlantic Wall has been breached successfully only twice, and this second time happened here—that is probably the important part missing from the “forgotten battle.” It remains hidden, except for people living in the area, those involved in it and those with a special interest in it.

That all does not make it a bad movie. Just an observation from a nutty-expert kind of guy.

An extra note about the Horsa being used in the film. It is a replica that now sits at the Liberation Wings museum at Best. Another Horsa replica is at the Overloon War Museum. And so Holland has two replica Horsa gliders at display.

—Hans den Brok, International Director

Life size Horsa glider model used in the movie “The Forgotten Battle”

photo by Hans den Brok



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Dear friends,

Wow, we did such a great job on our first virtual symposium when it was decided to not have an in person reunion! So many people worked very hard in a short period of time to make this symposium a reality. All the members of the executive council, the 94th Flying Squadron, those who did presentations, and the veterans contributed to create an impressive first symposium. If you were not able to see it on Oct. 8th, be sure to go on YouTube to watch.

As we move into our winter season, I look around at all the leaves falling from my many oak trees and see just a vision of nature going to sleep. The trees are almost bare, the grass is brown and dormant but all is just sleeping, awaiting a spring. I like this time of year, it reminds me to take time to rest, to enjoy the changes and to nourish my soul in this time of repose. I can look out my back windows

in the early morning and evening and see the deer enjoying the corn we have put out for them. Yesterday we had 25 wild turkeys and one peacock feasting on the corn in the back! How blessed I feel to be able to watch the wild life from my back porch.

As our holiday season approaches, I send greetings of peace, joy, and love. Whatever your holiday traditions, be sure to include some quiet time for reflection. Reflect on the past year, both happy times and sad ones. Reflect on what the new year may bring to you and your family. Be ready and open to moments of joy, moments of thankfulness and moments of surprise. Our souls are yearning to grow and glow with the spirit of life and love.

Blessings of peace, joy and love,

Susan Pinter, Chaplain
World War II Glider Pilot Com.



THE NIGHT BFORE CHRISTMAS.—*Enlisted men of the 304th T.C. Squadron transportation section are pictured as they decorated a Christmas tree in the Sqd Transportation office at Station B-24 [Saint-André-de-l'Eure], France. Ornaments were made by the men from tin-foil salvaged from pre-fabricated buildings which the Germans had erected during the "Occupation."* This would have been taken in December 1945. The 304th Squadron was under the 442nd Troop Carrier Group during the war.

FINAL FLIGHT

In Memoriam
Flight Officer MORRIS BENNETT

December 1922—07 June 2021

Morris Bennett attended grammar school in Elderwood, Ca. and graduated from Woodlake High School in 1940. He met and married Ruth (McPhail) in 1941. Morris joined the Woodlake Hardware workforce in 1940 as an appliance repairman, became a manager, and eventually an owner until his retirement in 2015 at the age of 93. He was a glider pilot during World War II. He graduated from Advanced Glider School at South Plains Army Air Field, Lubbock, Texas on November 26th 1943 and was promoted to the rank of Flight Officer. He was assigned to the 94th Troop Carrier Squadron, 439th Troop Carrier Group, where he began practicing glider tow formations at Pope Field and Maxton, NC.

Flight Officer Bennett's 439th TC Group was transferred to the European Theater of Operations in the early spring of 1944 for the invasion of Normandy. They arrived at Balderton, England, station #482 on 6 March 1944. By May of 1944 he was one of 114 Officers in the 94th TC Squadron. Flight Officer Bennett was checked out and certified to fly the larger British Horsa Glider. Before the invasion of the European continent the 439th TC Group moved to Upottery, England, Station #462.

Flight Officer Bennett's first combat mission came on June 7th as part of the invasion of Normandy, Operation Overlord. The mission was Hackensack. The

439th carried the 82nd Airborne; elements of the 325th Glider Infantry Regiment and elements of the 401st Glider Infantry Regiment. Glider pilots began returning to Upottery on 9 June to prepare for the next glider mission. Morris was awarded the Air Medal, General Order #33, for piloting a Horsa glider behind enemy lines in the face of enemy fire.

Airborne troopers of the 325th Glider Infantry Regiment awaiting the signal to load onto a 439th Troop Carrier Group Horsa glider.





In late August the 439th went back to Balderton, England.

Holland in September 1944 was his second glider combat mission where he again brought in elements of the 82nd Airborne. This time he flew the American CG-4A glider. He was awarded his 1st Oak Leaf Cluster to the Air Medal in General Order #123.

In early November Morris found himself with the 94th TC Squadron in France. They were moved to Chateaudun, France in early November 1944.

On 24 March 1945 the invasion of Germany occurred, the Rhine Crossing, known as Operation

VARSAITY. Morris flew another unique glider combat mission. Unique, because he flew into combat on double tow for the first time. Glider pilots practiced using double tow, but in the ETO Troop Carrier had never used double tow in combat. Now he was in formation. In Normandy his tug position was 46 in the formation and he was flying a GG-4A glider chalk number 92. His glider, tail number 43-27298, built by Northwestern Aeronautical was carrying elements of the 17th Airborne Division, specifically Battery B of the 680th Glider Field Artillery Battalion into landing zone "S" This was also the first time that the glider pilots were to take defensive positions with the unit they took into the landing zone. Here is what Flight Officer Bennett reported to the intelligence officer:

After we had crossed over what was designated as DZ "W" we began to draw fire from the woods to our left and beneath us on course. As we reached the LZ, we cut and made a 270 degree pattern landing to the south. We landed in small fields that were partitioned off with barbed wire fences. After we landed we had to get out of the glider quickly and were pinned down by enemy fire—small arms and mortar. About [30] minutes we were on the ground and then we were able to get up and unload the glider. We went with A/B men to CP and as we went along we had to keep low because of enemy fire. We were told by an AB officer to help clear some houses of snipers. We took some prisoners (both military and civilian) the airborne took charge of them and we neared our CP and we reported there with other glider pilots. I saw some B24s dropping para-packs and several of them were shot down. We got to the CP all right and dug in to spend two days there on the perimeter defenses and prisoner guard. We evacuated with Lt. Patterson, Sqdn glider officer, and other GPs back across the Rhine to a rest camp and then B66 where we were able to get a plane ride back to A39 on the 28th Mar '45.



Morris J. Bennett
MORRIS J. BENNETT,
F/O, Air Corps,
Pilot.

Charles A. Reif
CHARLES A. REIF,
F/O, Air Corps,
Co-pilot.

Flight Officer Bennett received a 2nd Oak Leaf Cluster to the Air Medal for his achievements in the Varsity operation.

He was a very active member of Woodlake serving as a Life member of Woodlake Rotary, past president of Woodlake Chamber of Commerce, Fire Chief of the Woodlake Volunteer Firemen, Scout Master, Baseball coach and Charter member of the Veterans of Foreign Wars. He was named Man of the Year in 1970. He was also an avid sportsman enjoying hunting and fishing throughout his life. His greatest love was the Woodlake Hardware where he worked for over 70 years. You will be missed and remembered by your "Band of Brothers."

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FINAL FLIGHT

In Memoriam

Major General GEORGE M JOHNSON, USAF Ret.,

11 April 1918—09 July 2021 (103)

“Major General George M. Johnson, Jr., U.S. Air Force (Ret.) died peacefully at home on Friday, July 9th at the age of 103. He was the oldest of three children born to George and Louise Johnson in Fort Valley, Georgia. He joined the Army Air Corps (which later became the U.S. Air Force) and proudly served his country for 35 years with Betty, his late wife of 51 years by his side. He was a decorated Officer, receiving the Distinguished Service Medal with Oak Leaf Cluster, the Legion of Merit with Oak Leaf Cluster, the Distinguished Flying Cross, the Air Medal with Oak Leaf Cluster, the Airforce Commendation Medal, and the French Croix de Guerre. He was a wonderful husband, father, and grandfather who lived a full life and had a positive effect on the world around him.”

—From his obituary:

During WWII Gen. Johnson was a C-47 Pilot. He was assigned to the 98th Troop Carrier Squadron, 440th Troop Carrier Group in February of 1944 just days before the Group left for the European Theater. His rank at that time was Captain. His first combat mission was Normandy where he was awarded the Air Medal on 11 July 1944.

Many pilots flew CG-4A gliders at least once to understand what it was like for those men they were towing. General Johnson was no exception and flew a CG-4A at Orleans France. He was towed to 6,000 feet, cut loose, did square turns above the airfield until he landed in the first third of the runway.

He towed a glider to LZ-N located between Wesel and Hamminkelin in the last glider combat mission of the war.

By Holland, Captain Johnson had been promoted to Major. The 96th TC Squadron Commanding Officer, Major William H. Cooper, was missing in action on the Holland mission flown on 23 September. By 15 October 1944 Major Johnson was in the 96th TC Squadron diary as their Commanding Officer.

In October the 96th moved from England to Le Mans, France, which was described as a mud hole. Then in November the squadron was moved to Orleans, France, station A-50. Squadron Command was located in the city and the airfield was a few miles Northeast of the city. Here they stayed until May 13 1945 when they moved to Conflens-Jarny, France. He received his 1st Oak leaf cluster to the Air Medal on 4 December 1944.

Then Major George Johnson. Photo from the files of the U.S. Air Force Historical Research Agency, 94th Troop Carrier





Lead crew, second serial, mission "Varsity" 24 March 1945
 Maj. George Johnson (P), Capt. James R Roberson (CP), Capt. Aldo L. Tombari (N), Officer Heckendron, T Sgt. Raymond B Clark (CC), and S Sgt. Irving Brezack,



On 24 March 1945: At 0848 the 96th TC Squadron participated in the Varsity Operation. This was the invasion of Germany and they were headed for the Wesel area in serial #A-17. Consisting of 22 tug

planes and 22 gliders [single tow] of the 96th Troop Carrier, they were lead by their squadron commander. *Major GEORGE M. JOHNSON JR., Squadron Commander, towship #42-100919, lead the 2nd Serial over the [LZ] at the appointed hour of 12:00 and at an indicated 600 feet altitude. Johnson towed a glider loaded with elements of Company B, 139th*



Glider Artillery Engineering Battalion of the 17th Airborne Division. Little flak was encountered before the gliders cut loose over the [LZ], however after the gliders did cut loose, so did Jerry. Although hit in the nose of his ship by a 40 MM shell, which destroyed all instruments and knocked out the electrical; and hydraulic systems, Major JOHNSON endeavored to stamp out the fire with his foot, Captain Roberson (Co-Pilot) made a long and slow approach at the first Airstrip he saw. Upon landing they put out the fire and refueled, taking off in a matter of minutes so as to arrive back at the home base before dark. Aircraft was turned over to Service Squadron for repairs.

Maj. Johnson received the DISTINGUISHED FLYING CROSS on 11 July 1945 General Order #50.

He was promoted to Lt. Col after the Varsity operation and continued flying the Flying Pipeline through June 45.

Gen. Johnson was a long time and dedicated supporter of the National WWII Glider Pilots Association. High flight General, thanks for the tow.

Then Major George Johnson's C-47. Photo from the files of the U.S. Air Force Historical Research Agency, 94th Troop Carrier Squadron



Battle damage to plane #42-100919
 Mission "Varsity" 24 March 45

FINAL FLIGHT

In Memoriam
First Lieutenant GERALD C. BERRY

13 October 1920 —30 November 2021

1st Lt. Gerald C. Berry was a Power Pilot with the 91st Troop Carrier Squadron 439th Troop Carrier Group. He was known as the consummate glider pickup pilot. His expertise put him in a class by himself and because of this he was sought after for some of the most important glider pickups during WWII. He snatched out the first glider after the Normandy Operation and was requested to be one of two command pilots for the famous Remegen evacuation where two C-47s were needed to snatch out two gliders loaded with critically wounded soldiers. Something that would have taken



Photo from Tampa Bay Times June 5, 2019. article:
"Their D-Day memories remain vivid. But two Pinellas veterans are haunted by the names never learned."

days was done in a matter of minutes by air. This was first such mission in the European Theater. Although Lt. Berry's glider pickup mission did keep him from participating in Bastogne, he flew in five combat missions.

Audio interview NORMANDY:
Paradrop June 5, 6 1944 Stick 64
Website: Glider pickup June 22/23 1944

SOUTHERN FRANCE:
Paradrop 15 AUG 44
Glider Tow 16 AUG 44

HOLLAND
Glider Tow 17 SEPT 44
Resupply 19 SEPT 44

DECEMBER 44:

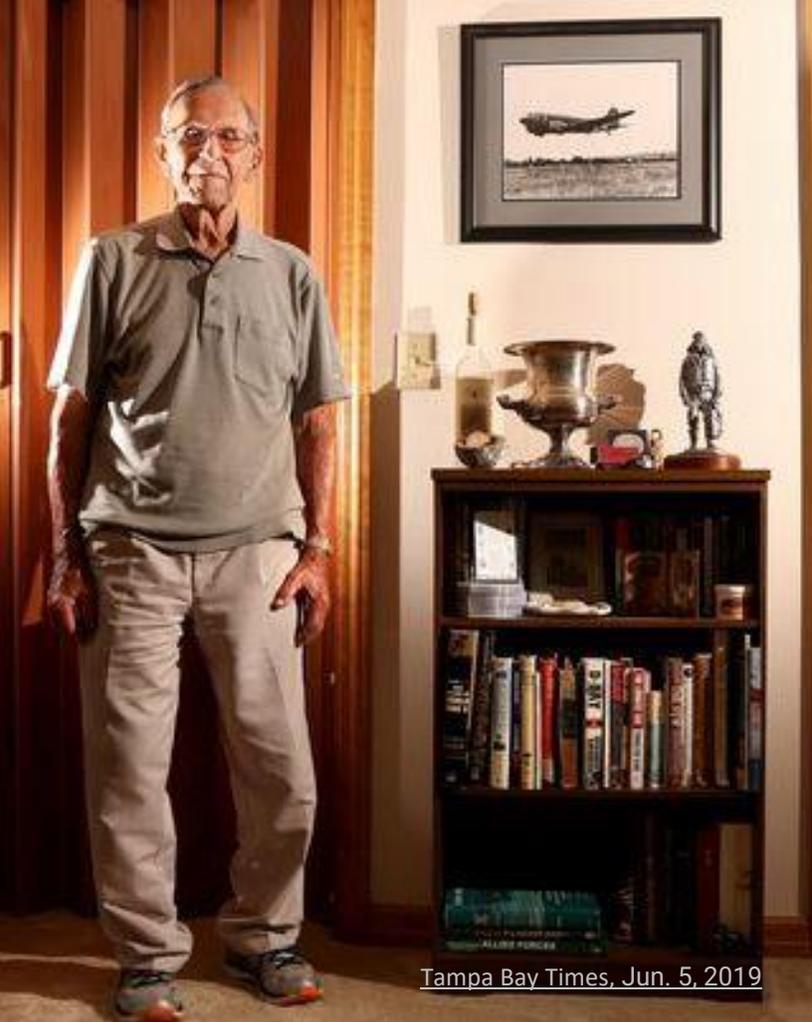
I did not fly the Bastogne Missions as I was on Detached Service doing Glider Snatch work in Holland in December. Many tow planes and gliders were shot down in the Bastogne mission

Website: MARCH 45: REMAGEN

91st TROOP CARRIER SQUADRON HISTORICAL REPORT MARCH 1945 [A0994 118]:



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Tampa Bay Times, Jun. 5, 2019

“1st Lt. Gerald C Berry, Our glider pickup pilot, made numerous snatches from nearby fields so small that if it were not for the proficiency of the crew of the pickup plane, the gliders would have to be dismantled and transported back to its home base by truck. Lt. Berry and the 91st received much publicity when a fully loaded glider of battle casualties was snatched from the edge of the combat zone and transported to an evacuation hospital. Practice pickups had been made before, but this was the first time actual patients had been aboard the glider. It proved highly successful and the squadron personnel feel a little elated that their organization was in on the inauguration of what might soon be a common technique in evacuation.” —Donald G. LePard, Capt, Air Corps, Operations Officer

FLYING PIPELINE: I did fly the Pipeline

Missions hauling gasoline and 155mm ammunition to Patton and evacuating released prisoners of war on the same missions. French went to Paris, British to Brussels, and Americans to Le Havre. Was a busy time.

U.S Army Signal Corps Photos, National Archives



High flight Jerry, you will be missed!



FINAL FLIGHT

In Memoriam

Second Lieutenant MYRON L GUISEWITE

19 October 1921—3 August 2021

Myron L. Guisewite was born on October 19, 1921, Avis, Pennsylvania, one of five children of a New York Central Railroad worker. After finishing high school in 1940, he left home for the first time to follow in his father's footsteps with the railroad. On December 7, 1941, he was working out of Buffalo, New York and was shocked when he heard of the Japanese attack on Pearl Harbor. He knew something was going to happen, because the war in Europe was too big a deal. All the kids wanted to go into the armed forces. Guisewite quit his job and enlisted.

Too young to get into the aviation cadet program, his mother had to accompany him to Harrisburg, Pennsylvania to re-

lease him. He took the entrance exam and was put on inactive reserve for six months. He was called up on January 17, 1943. After classification, he was sent to Santa Ana, California for pre-flight training. He always wanted to fly. There was no flying in pre-flight. There was only school, marching, discipline, and Army stuff. In ground school he was taught math, physics, meteorology, navigation and code. After about six weeks, he went on to primary training school at Tucson, Arizona, where he got to fly the Ryan PT-22. He was pretty confident when he first flew solo and found it exciting. He had good training.

He continued to California for basic training, where he flew Vultee BT-13s trainer aircraft; also known as the Vultee Vibrator. The recruits worked up to bigger engines, higher speed planes, then went on to advance training at Luke Field, Arizona. There, he trained in the North American AT-6 advanced trainer aircraft and began gunnery practice out at Gila Bend. On November 3, 1943

Myron was awarded his silver wings. By Christmas 1943, Myron was in Casablanca, Morocco. That's how quickly soldiers were being brought into action. When he got to Casablanca, the airmen reassembled and took basic combat instruction in the C-47 from pilots returning from the front.

He then went by train to Tunisia, where he settled in a tent encampment. Next, Myron was flown to Castelvetro, Sicily where he was assigned to 32nd Troop Carrier Squadron (TCS), 314th Troop Carrier Group (TCG). In Sicily, Myron gained valuable flying experience in the C-47 as a co-pilot. On March 5, 1944 2nd Lt. Myron L. Guisewite boarded the British troopship Monarch of Bermuda at Palermo, Italy bound for England. Arriving in Scotland, he was then put on a train and arrived at RAF Saltby, Station 538. Now assigned to a crew, Myron flew many night training missions in preparation for D-Day.

The 314th Troop Carrier Group was tasked to provide 60 aircraft for Operation NEPTUNE for D-day. The 32nd TCS only provided six aircraft for this mission; Myron's crew did not fly this mission. However, Myron flew his first combat mission the following night as part of Operation FREEPORT, a resupply mission for the 508th Parachute Infantry Regiment dropped the night before. Myron was the co-pilot on 32nd TCS C-47 #42-23641 piloted by 1st Lt. Plez T. Nall which was Chalk #9, Serial #40. For this, he earned his Air Medal. On September 17, 1944, he flew his second combat mission; the first day of Operation MARKET dropping British paratroops just west of Arnhem, Holland. On this mission he flew as co-pilot on 32nd TCS aircraft #42-93070, piloted by 1st Lt. Sidney Weitzman, Chalk #43, Serial #A-24. Four days later, on September 21, 1944 Guisewite flew his third combat mission of the war dropping men of the 1st Independent Polish Parachute Brigade south of Arnhem, Holland. On this mission, 2nd Lt. Myron L. Guisewite was co-pilot on aircraft 32nd TCS #42-109982, Chalk #100, Serial A-87 piloted by Major George E. Faulkner, the 314th Troop Carrier Group S-3. On board was the commander of the Polish Brigade, Major General Stanislaw Sosabowski himself, who jumped from this aircraft.



32nd TCS Chalk 100, Aircraft # #42-109982
carrying Maj Gen Stanislaw Sosabowski
to Arnhem, Holland; Note: Nose Code S2
(Photo courtesy of 314th Airlift Wing Archives)



1st Lt. Myron L. Guisewite in 1945
(Photo Courtesy of Carnegie
Mellon University)

On September 26, Myron flew on the last MARKET combat mission, airlanding on the grass field at Keent, Holland. On this mission he was co-pilot on Aircraft #42-100976 piloted by Capt. Shirley B. Thompson. Myron earned his third oak leaf cluster for his Air Medal on this mission.

In October 1944, 1st Lt. Myron L. Guisewite transferred to the Pathfinders and was assigned to the 4th Pathfinder Squadron, 1st Pathfinder Group (Provisional), 52nd Troop Carrier Wing, 9th Troop Carrier Command. He was stationed near Oxford, England. On December 24, 1944, Guisewite was co-pilot on aircraft #42-93099, Bastogne resupply drop Mission 391-A and left England in heavy fog, carrying ammunition, food and basic supplies for the surrounded 101st Airborne division. There was a narrow path in and out, and when they reached their destination, the sun was shining, leaving their planes without cover.

Myron remembers they lost of few aircraft and saw the crew of a downed plane running for the woods. He was able to drop his load, the crew pushing the boxes that were attached to parachutes, out the back of the plane. Guisewite found it sad, because he could see the GIs in the snow, waving, grateful to see the supply planes. Suddenly, the plane was hit by anti-aircraft fire, the oil pressure went to zero on the left engine, and the C-47 started losing altitude. The crew turned around to retreat out of their little corridor, running on one engine. Unable to feather the prop, which was dependent on having oil pressure, the aircraft started vibrating. The pilot, 2nd Lt. Wallace O. Marley, kept the plane up until gravity won. They were forced to belly land 16 miles north of Reims. They had to get past the woods to land and were able to reach a farming area near Reims, France. Luckily, it was a good landing. Myron walked away from it.

Although it took a while to get transportation, the crew was able to return to England. It wasn't Pathfinder work, but the crew withstood the flak to get the plane safely down. When they glided into France, their first encounter was with the farmer whose field they plowed up. They couldn't communicate with him, and the man didn't understand that they had landed on purpose. Guisewite doesn't remember how they got to an airbase, but they were flown back to England. It was the only mission he flew to Bastogne, and was the end of his Pathfinder experience. Myron was then transferred to European Air Transport Service flying out of Paris, France when the war ended. Myron passed away in August of this year, flying his final mission. Yet another from the Greatest Generation who answered the bugle's call.



Note: much of this article was paraphrased from an oral interview posted from the digital collection of the National World War II Museum and the book; Vlahos, Mark. *Men Will Come: A History of the 314th Troop Carrier Group 1942 - 1945*. Merriam Press. New York, 2019.

NOT–SO VIRTUAL IMPRESSIONS FROM THE NWWIIGPC/94 FTS 2021 VIRTUAL SYMPOSIUM

By Lt Col Colin Henderson, USAF

Throughout my four years as a cadet at the United States Air Force Academy, I remember countless days standing on the main floor of Mitchell Hall (the cadet dining hall) with a litany of announcements from cadet and officer leadership on the staff tower (the upper balcony of the dining hall) as the only thing keeping over 4,000 hungry cadets from sitting down and quickly eating lunch before returning to afternoon classes. Now, 23 years later, I can't say I recall the subject of any of the announcements, except for one during my fourth-class (freshman) year in December 1998 that I will never forget. On that day, the National WWII Glider Pilots Association presented the first set of G-Wings issued since 1945 to a new Air Force Academy Cadet Soaring Instructor Pilot during a special wing pinning ceremony on the staff tower.

Going back in time even a bit further to my senior year in high school, I was fortunate enough to pursue FAA Private Pilot Glider license the week before glider training in a Schweizer 2-33A and earned my entering the Academy for Basic Cadet Training. During my entire fourth-class year, I eagerly awaited the summer of 1999 when I could enter the Academy's "Soar for All" program to fly Air Force gliders with the 94th Flying Training Squadron. After soloing in the Air Force's "modern"

TG-4A (the Academy's designation for the 2-33A), I promptly applied to be a Cadet Soaring Instructor Pilot and was lucky enough to enter the upgrade program during the second semester of my third-class (sophomore) year. After about six months of training through the dynamic weather of a Colorado spring and summer, I proudly earned my G-Wings in July 2000 and began to teach other cadets to fly gliders. Then, in the fall of 2000 during my second-



class (junior) year, I was once again very fortunate to be selected to join the 94th's advanced

soaring program and became a member of the 2002 (my graduating class year) Cross-Country Soaring Team, flying the Academy's "contemporary" TG-3A (known in the civilian world as a Schweizer 1-26E). Throughout 2001 and 2002, my airmanship developed immensely as I continued to instruct in the TG-4A, while also building confidence with cross-country flying in the TG-3A to be able to put an airport at my back and set off on course without an engine to guarantee a return home at the end of the day. Sometimes, those days ended humbly with an unplanned landing in a farmer's field, but at least it wasn't planted with Rommel's Asparagus. It also would have been nice to know a skilled glider mechanic to arrange a snatch pick-up to get me out of the field, instead of having to disassemble the glider and tow it back to the airfield on a trailer!

Jumping forward to the present day, many years have passed since I flew gliders as a cadet and a career of flying large, multi-engine jet aircraft around the world as an Air Force pilot didn't leave a lot of free time for personal flying. However, I have always reflected fondly upon my cadet glider days. This is why my wife Brodie, a 2008 Academy graduate, and I were thrilled to be invited back to our alma mater for the 2021 Virtual Symposium of the National WWII Glider Pilots Committee to give an in-person presentation about our 1942 Schweizer TG-3A and WWII glider training. It was an incredible honor to meet Curtis Cameron during the event and we had

the unique privilege of getting to share lunch with him, as well as current officer and cadet instructors of the 94th Flying Training Squadron, on the staff tower of Mitchell Hall. As Brodie and I stood overlooking all the cadets listening to announcements on the main floor, we couldn't believe that we unexpectedly had a front row seat to see the 306th Flying Training Group Commander, Col Michael Stolley, pin a pair of honorary G-Wings on Curtis' sport coat. Between our collective eight years as cadets dining on the main floor of Mitchell Hall, neither of us can recall ever experiencing the cadets exploding with such a boisterous response to any staff tower



announcement or guest as they did for Curtis. Seriously, it was incredible. The cadets were lifting chairs and tables above their heads as they banged utensils on plates, applauded, and cheered for Curtis...it was, without question, the most genuine and overwhelming outpouring of respect and admiration anyone could ever hope to receive while standing between over 4,000 hungry cadets and their lunch! Never in my wildest dreams as a fourth-class cadet in 1998 could I have imagined that this Mitchell Hall staff tower G-Wings story would come full circle 23 years later as a Lieutenant Colonel in 2021.

Later that afternoon, we were also fortunate enough to meet some of the current Cadet Soaring Instructor Pilots at the symposium's Traditional Toast held in the Officer's Club. During the day, unbeknownst to me, word had spread among the cadets that a 94th alumnus was floating around campus and I was stunned when Cadet First Class Garrett Dean of the Class of 2022 presented me with one of his 2022 Sailplane Racing Team (the current name of the cross-country soaring team) patches as Brodie and I checked out the TG-16A on static display outside the club. Shortly thereafter, Dean invited us down to the

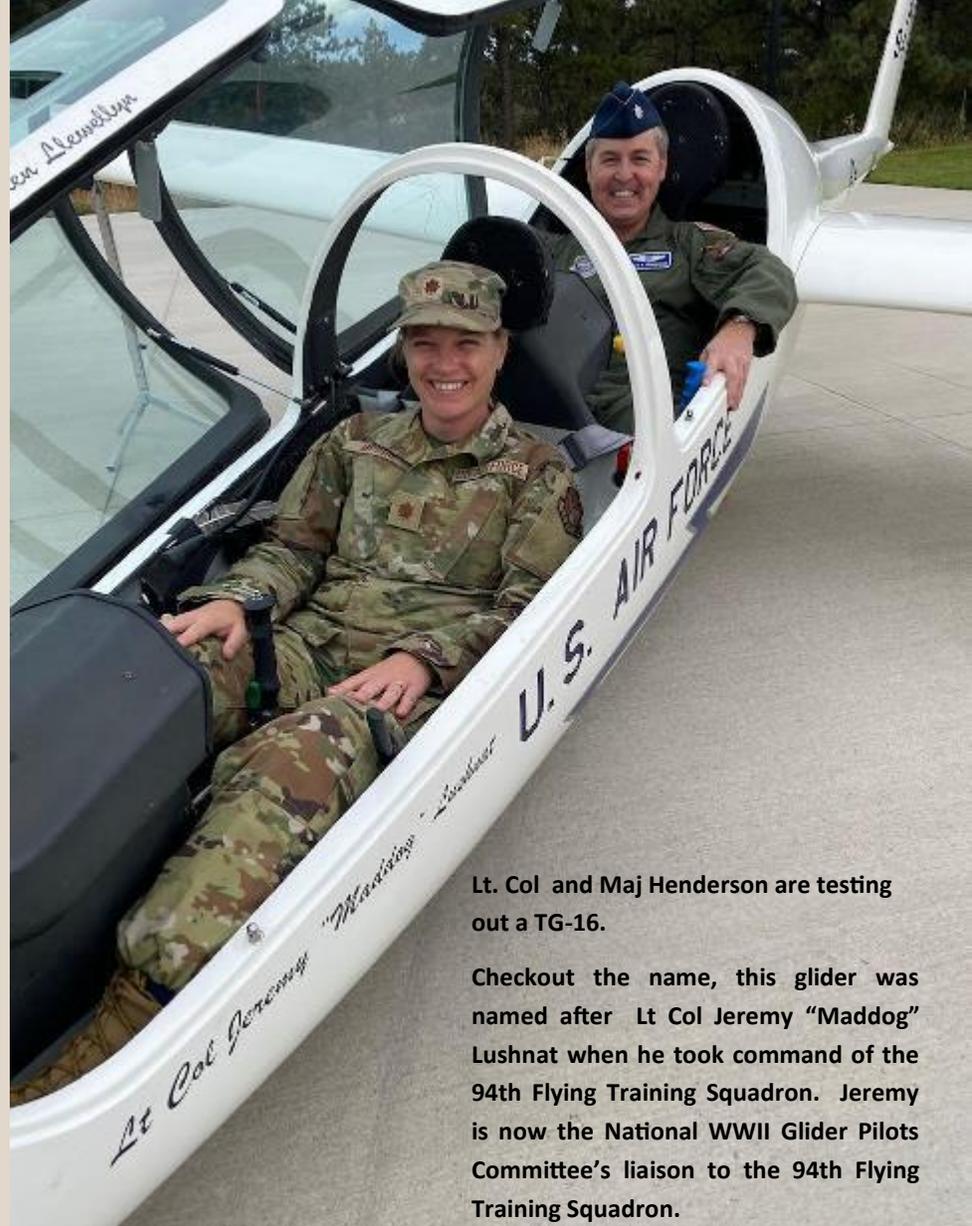




Lt Col Colin Henderson, USAF,
94th Flying Training Squadron
Instructor Pilot 2000-2002

Cadet First Class Garrett Dean,
USAF,
94th Flying Training Squadron
Instructor Pilot 2020-2022

airfield where he and another 2022 teammate, Cadet First Class Sean Bedwell, graciously spent several hours of their valuable Friday evening indulging me and Brodie with a tour of the 94th's current training and cross-country glider fleet, the flightline operations building, and virtual reality glider simulators. Once again, I could have never imagined that my Air Force glider experience would complete yet another full circle by having the unbelievable opportunity to share stories of glider instruction and cross-country flying that span two decades between our 2002 and 2022 teams. With all of these priceless memories in the logbook, Brodie and I can't even begin to express our sincere gratitude to the National WWII Glider Pilots Committee and the 94th Flying Training Squadron for including us in the symposium and allowing us to share such a special day to honor the past, present, and future of all those who proudly wear G-Wings.



Lt. Col and Maj Henderson are testing out a TG-16.

Checkout the name, this glider was named after Lt Col Jeremy "Maddog" Lushnat when he took command of the 94th Flying Training Squadron. Jeremy is now the National WWII Glider Pilots Committee's liaison to the 94th Flying Training Squadron.



Maj Brodie Henderson in the simulator.

Up Front With Mauldin

Stues & Stuepers



"Ya might hafta catch a boat. One of them kids ya chased off th' field wuz the pilot."

Taken from the original 98th Troop Carrier Squadron
News Vol. 1 No. 2

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Mr. Kees van de Loo has been in contact with me for many years in regards to gliders and glider pilots. I found out that he is a volunteer at a small museum and I asked him to write about the museum. I thought it would be nice to start highlighting these small museums especially after Hans den Brok said, “These are private museums and they do the best they can. For a private museum it is pretty large. Located in an old bank building in a small village. They have a few WACO items as well...” Their goal is to keep the memories alive.

—Patricia Overman

WAR MUSEUM DE BEWOGEN
JAREN 1939-1950
HOOGHE MIERDE, NETHERLANDS.
BY KEES VAN DE LOO



Hello, I am Kees van de Loo, 53 years old, and I live in Bladel, the Netherlands, 42 miles southeast of Nijmegen.

I volunteer in a little war museum called De Bewogen jaren 1939-1950. The museum is located in a small town called Hooge Mierde, at Floreffestraat 1, 5095 AV, Netherlands, seven miles from my home. 15 years ago our Director, John Meulenbroeks, started a museum in his attic above a cafe. Today, we are situated in another building at Kerkpad and Floreffestratt Street. A nice building across from H. Johannes Evaglistkerk Church.



The museum tells the story about the war between 1939 and 1950, including the period about the Dutch in Indonesia.

In 2018 I was asked if I would join the team of volunteers. We had a new project about the air war in my region. This was to be a new room called the AIR WAR ROOM and I took up the challenge to develop this room. For several years prior, I had been doing airborne troop carrier research on Operation Market Garden.

In this room we describe all the crashes from airplanes that went down during the Holland Operation, code named Market Garden. One of my favorite projects for this room was to create a map showing the region and on this map we mark all the crashes and indicate the type of plane.

The museum has two Load Adjusters. This is an instrument that the glider engineers used to calculate how much weight to add to a particular glider. Since 15 manufacturers built the gliders by hand (the 16th manufacturer, Ford, did not build by hand but on an assembly line) each glider's weight was different so a unique load adjuster (slide rule) was based on that glider's weight).

There is a number on the end side of the slide ruler that matches the number on the inside of the leather case. The case itself has a number in two places on the outside of the case with the glider serial number. The load adjuster in this case is 42-77702.



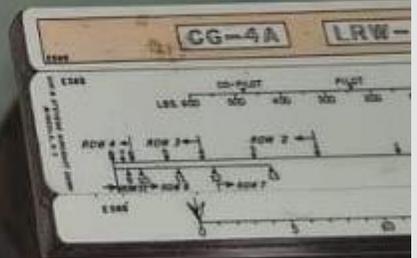
AF # 42-79412
 MODEL CG-4A-25
 BASIC WT. INDEX

17 sept 1944
 Load adjuster is van Gliderpilot

No Copilot
 John Francis LAWTON Pilot
 Serial No.: A29
 Chalk No.: 009
 Glider: 42-79412

built by: WACO Aircraft

Tow plane and Crew:
 Tug Number: 42-100579
 Pilot: 1st Lt Walter M Rudolph Jr, O677578
 Co-pilot: 2nd Lt Frank C Morris Jr, O764394
 Navigator: 2nd Lt L. Grubbe S Orr, O683299
 Crew Chief: 1st Sgt Arthur L. Perez, 17000362
 Radio Op: 1st Sgt H. K. Sisley, 13089623
 Formation Position 9



17Sept 1944 Load adjuster
 In deze box is van Gliderpilot

John Roberts WHIPPLE Pilot
 Serial No.: A29
 Chalk No.: 027
 Glider: 42-77702

built by: Ford Motor Company

Tow plane and Crew:
 Tug Number: 42-100631
 Pilot: 1st Lt William B WALLETT Jr, O677347
 Co-pilot: 2nd Lt John P STANLEY, O817777
 Navigator: 2nd Lt James H McGOWAN, O310615
 Crew Chief: T/Sgt Robert E Henderickson, 13123990
 Radio Op: S/Sgt Stewart C Fallis, 18184781
 Formation Position No 27



The Serial number on the Load adjuster in the above case is 42-79412. According to the Research Team, the glider with this serial number was flown by John Francis Lawton, who on 17 September 1944 landed near or around the area of Eindhoven area near Son.

Also the team identified the serial number on the case of the load adjuster, 42-77702, which matched the serial number of the glider flown by John Robert Whipple. He landed in the area of Eindhoven area near Son on 19 Sept. 1944.



During Market Garden, which was between the 17th and 23rd of September, there were many gliders that crashed in my area. I have spent much of my time on glider research, determining the correct landing spot, getting the information on the pilot/s and if possible the load. I have collaborated with and received help from the National WWII Glider Pilots Association/Committee.

It is important to get the correct information to teach our visitors. I interviewed, although I was young at the time, eyewitnesses of airplane crashes which helps piece together the information that is accumulated from each contact until a complete story is known.



My room also contains a lot of artifacts from WACO CG-4A gliders and some information on Horsa gliders. My most recent research was regarding two of our glider load adjusters. I have to thank the Committee's research team for their help in the two searches for providing a complete history on the glider pilots during the Market Garden missions. We also have information on other allied and German aircraft.

I love to discover new facts about the crashes, and to keep the history alive; to honor those who died; and all the Troop Carrier Crews who helped us in our liberation. I hope to do this work for a long time. It is important to keep history alive.

FROM OUR TROOP CARRIER

LETTER TO MILTON DANK

FROM JOE FRY, 91ST TROOP CARRIER SQUADRON, 439TH TC GROUP BASTOGNE MISSION 27 DEC. 1944

The following narrative was taken from a letter to Milton Dank from Joe Fry when he was writing the *Glider Gang*. This letter was also used by Col Charles Young in his book, *Into the Valley*. Many of you are probably familiar with this story but we have a lot of third generation members who have probably never heard about Joe's experience.

BASTOGNE

RESUPPLY MISSIONS
23, 26, 27 DEC. 1944

SECRET.
BY AUTHORITY OF
COMMANDING GENERAL
X TC GRP COMD

19 Jan 45
J. Fry



LEGEND

Mission	Date	Group	No. A/C	PARAPACKS		Effective	Accuracy	Key
				A/C Casualties	Parapack Bundles			
1072	23	441	21	1 Destroyed	126 Bundles 21	110 20	87% 95%	o
				GLIDERS				
					Gliders			
1098	26	440	1	0	1	1	100%	+
1099	26	440	10	0	10	10	100%	+
1116	27	440	13	1 Destroyed 7 Missing	13	4	31%	+
1117	27	439	37	1 Destroyed 4 Missing	37	33	89%	-

Compiled By
HQ, 50th TROOP CARRIER WING, A-2
Date: 14 January 1945
Map Ref: GSGS 4040, Sheets 106, 121
Scale: 1/50,000

SECRET

On December 27, 1944, the Group was directed to provide supplies to the beleaguered bastards of Bastogne. While it was a group level mission, it was considered to be in an uneventful flight, so Major “Red” Sammons was designated group leader. I was flying the last position in the squadron, number 13. The flight was uneventful until just prior to reaching Bastogne. We had six para-packs of ammunition on the belly of the aircraft and we’re towing a glider piloted by the “Avalon Abilene kid,” J. D. Hill.

Just prior to reaching the drop zone, we sustained a direct hit just aft of the trailing edge of the wing in the belly of the aircraft. Evidently the hit penetrated the wing tanks because we had quite a fire going. Immediately upon realizing the severity of the fire, I ordered the crew to bail out.

The radio operator and the crew chief immediately bailed out; however, George “weapons” Wesfield told me (and I will never forget), “Joe, I’ll stay with you until you’re ready to leave.”

We managed to continue flying until J. D. Hill cut loose his glider. At that point I jettisoned the para-packs and told George, “Let’s get out of this SOB before it blows up.” George went out the back hatch and, from what he told me later, darn near didn’t make it. By the time I got the aircraft stabilized, the automatic pilot on (I later found out that the automatic pilot was inoperative!), put my chest pack on, and opened the cargo door to leave—I realized I had to find another departure route, as by now the cabin section of the aircraft was nothing but a mass of flames.

I closed the cabin door, went back to the cockpit, jettisoned the top hatch and climbed out hoping I wouldn’t fall into the props. Believe it or not, there was no wind blast, and the plane was on level flight so I was able to crawl on my hands and knees on the top of the aircraft until I reached the point directly over the navigator’s bubble. I recall noticing that by this time the fire had already penetrated the crew compartment.

The next thing I recalled was looking up and seeing several shroud lines of my parachute hanging loose in the breeze and looking down and seeing the aircraft burning a few yards away, at the same time hitting the ground quite abruptly. I was told by a colonel whose name I can’t recall that I slid off my chest hitting the horizontal stabilizer of the tail section, my chute opening on impact, with the chute going on the top side of the horizontal stabilizer and I on the bottom. A few seconds later the aircraft blew up and the drag of the chute and my weight pulled me free and very shortly afterwards I was safely on the ground.

I landed about 50 yards from a trench occupied by members of the 101st airborne division, who immediately came out and drug me into their rifle pit. I received several severe burns about the head, and knocked my right leg out of kilter when I hit the ground. The GIs that picked me up were very generous with their liberated cognac of which I partook quite generously.

Several of us, including J. D. Hill and Case Rafter, were placed in charge of a POW convoy after one or two nights in Bastogne and departed for Paris. The medics at Bastogne had treated my injuries prior to our departure; however, by the time we reached Paris, the bandages obviously needed replacing and I did not recall if I was treated there by a French doctor or an American military doctor; however, my head was bandaged completely, like a mummy. The only openings were for my eyes, ears, mouth, and nose. An amusing incident occurred in Paris immediately after our arrival. I went to the big hotel there that was provided for all of the rear echelon officers. When I checked in at the desk the clerk, an army corporal, asked for my orders. While I had no orders, I had a .45-cal. machine gun issued to me while at Bastogne to protect me from the POWs. I laid it on the desk and said, Corporal here are my orders. I want dinner and I want you to notify my organization to come and get me.” At this point the corporal said, “yes sir!”

I went upstairs to the dining room, linen covered tables and all, laid my machine gun on the floor and had a most enjoyable dinner. No one came near me, spoke to me, or bothered me in any way. I don’t know whether it was my appearance, the machine gun, or both. When I went back downstairs the desk Corporal informed me, with a great deal of relief, that by the time I reached Le Bourget Airport my outfit would have a plane there to take me back home and he also added that there was a staff

car waiting at the door to take me to Le Bourget. I think he was glad to get rid of me!

Col. Young wrote the following at the end of his copy of the letter:

When Joe Fry returned to Chateaudun from this mission he came to my office to see me and was still wearing the jacket he had worn during this mission. It was saturated with spots of aluminum which had hit him in molten form and soaked into the fabric while he was hanging from the horizontal stabilizer before his airplane blew apart. He also told me that after he got back, he had experimented to see if he could get out of the top hatch while wearing a chest chute, and couldn’t get through. Joe believed that his chute hitting the stabilizer had saved him—both from the blow to his chest, and by spitting his chute open.

Later I personally flew him in my airplane, The Argonnia, from Chateaudun to Snetterton Heath, England, on January 24, 1945.

The following pages are the reports given by two of the glider pilots mentioned by Joe Fry. When they returned to the base both Glider Pilots, Case Broderick Rafter and John Drew Hill, gave intelligence reports to the base intelligence officer.

~~SECRET~~

TROOP CARRIER MISSION

INTERROGATION CHECK SHEET GLIDER PILOTS

~~SECRET~~
AUTH: CG IX TCC
DATE: 7 JAN 45
INITIAL: *John D Hill*

HQ, 439th TC Group
APO 133 US Army
7 January 1945

- A. GENERAL INFORMATION:
 Name JOHN D HILL RANK 2nd Lt ASN 0-537068
 GROUP 439th SQ 91st GLIDER SERIAL None GLIDER NO. & TYPE 418 CG4A
 F.O. NO. None SERIAL None LZ 1 mi N Bastogne TO TIME 1030
 TIME OVER TARGET 1228 TIME AND DATE OF RETURN TO HOME STATION 1730 31 Dec 44
- B. 1. Woods E of Reinague Sa fire Heavy flak Mod - Acc SA fire from woods to A/B
 2. None
 3. None
- C. 1. See B-1
 2. None
 3. None
- D. 1. Cut loose 2 mi W of LZ 45° to R & 90° to L
 2. Ditches and fences
 3. None
 4. Good
 5. None
 6. None
 7. None
 8. None
 9. All within 1/4 mi radius
 10. P-5358
 11. No T smoke seen on LZ
 12. None
- E. None
- F. More practice flying needed inbetween invasions.
- G. 1. None
 2. None
 3. None given
 4. None
 5. No need timely and more information of enemy positions and AA.

John D Hill
John D Hill



~~SECRET~~

On the morning of 27 Dec 44, I took off in a CG 4A for Bastogne on resupply mission. The tow was good but the formation was very poor. Lt Fry who was towing me could not get into the formation.

We started getting SA fire about 10 mi out from DZ. About 8 mi out we got a burst of flak in the tow plane which set it on fire. After 3 or 4 minutes the crew chief and RO jumped. Then I cut loose hoping the pilot would jump. It was about a mile from the DZ when I cut, but landed Ok. We were evacuated the same day.

NAME: JOHN D. HILL
SERIAL: 1730
TIME AND DATE OF BIRTH: 1730 31 Dec 49
D. Heavy - moderate - accurate P-4254 Area. 3 A fire along route P-4254 to A/B

- 1. None
- 2. None
- 3. None
- 4. 1. See B-1
- 5. None
- 6. None
- 7. None
- 8. None
- 9. All within 1/2 mi radius
- 10. P-4254
- 11. None - See serial
- 12. None

John D. Hill

JOHN D HILL

William Obermayer, Jr
WILLIAM OBERMAYER, JR
1st Lt Air Corps,
Intelligence Officer.



Check information of enemy positions and AA. Suggest how for gliders and tags.

DECLASSIFIED
Authority NND 745009

~~SECRET~~

~~SECRET~~

TROOP CARRIER MISSION

:AUTH: CG IX TCC

:DATE: 7 Jan 45

INITIAL: WJN

INTERROGATION CHECK SHEET-GLIDER PILOTS

HQ, 439th T.C. GROUP
APO 133, US ARMY
7 January 1945

A. GENERAL INFORMATION:

Name CASE B RAFTER RANK F/O ASN T-122726

Group 439th Sq 91st Glider Serial None Glider No. & Type: 427 CG 4A

F.O. No. None Serial None LZ or DZ LZ 1 Mi N Bastogne Take off Time 1026

Time over Target 1228 Time & date returned to Home station 1900 31 Dec 44

- B. 1. Heavy Flak along route P-4252 to edge of perimeter. Saw bursts-Mod-Inacc.
- 2. None
- 3. None

- C. 1. See B 1
- 2. None
- 3. None

- D. 1. 90° to R 180° to L
- 2. None
- 3. None
- 4. Good
- 5. None
- 6. None
- 7. None
- 8. None
- 9. All within $\frac{1}{2}$ mi radius
- 10. Landed P-5358
- 11. None
- 12. None



E. None

F. Co pilot should go if possible on such a mission. Need more glying in gliders. Last flight was on Holland invasion Sept 44.

- G. 1. None
- 2. None
- 3. ~~X~~Saw only white light 2 min out.
- 4. None
- 5. Need timely and accurate information on enemy positions and AA. At time gliders went in a corridor had been open from south for about 12 hours.

~~SECRET~~

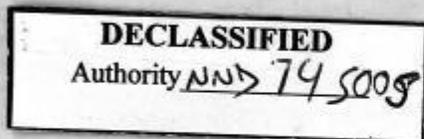
~~SECRET~~

I took off from A-39 at 1026 arriving in Bastogne around 1228 with a load of Amm. There wasn't much AA or small arms fire directed at me as I went in. After landing I reported to the 101st Division CP. In about one hour we got in a truck and got a load of German prisoners. We turned the prisoners over to some outfit in Floreville. I spent the night there. The next morning caught a train to Paris arriving in Paris 30 hours later.

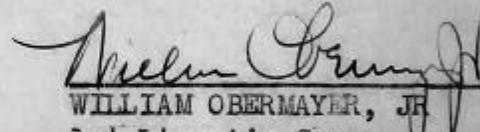
In Paris I accompanied Lt Fry to first aid station and then to casual officers mess. The 93rd plane was forced to RON in Paris that night, the next day we could not take off because of bad weather. Returned to camp the next day.

I saw Lt Fry's plane or fire many miles outside LZ and think his carrying his glider in under the circumstances was one of the bravest acts I'll ever see.

Suggest that glider pilots be issued purses as was done by the 440th TCG.



CASE B RAFTER


WILLIAM OBERMAYER, JR
1st Lt., Air Corps,
Intelligence Officer.



~~SECRET~~



A Glider Pilots Christmas

**Oh! Let us speak of Christmas
At Bastogne in '44,
When the Airborne saw Ole Santa come
In gliders by the score.**

**They'd asked him for their presents
Such as shells and gas for tanks.
They also hoped for aid supplies
For the wounded in their ranks.**

**With Santa flying the tow-plane
And GPs at the glider controls,
The Germans were caught astounded
Below in the snow and cold.**

[seventy-seven]

**'Twas o're ~~forty~~ years you'll remember,
And the Airborne was in a tight fix,
So forgive them for not seeing gliders,
But a sled that belonged to St. Nick.**

**If you've gone along with this story,
Then we know that you truly believe,
That there really is a Santa Claus
Bringing love on this Christmas Eve.**

— Mel Brockman



I grew up in Cooperstown, New York, the home of America's pastime: baseball. In fact my grandmother had a restaurant at what is now the entrance to the baseball field at Cooperstown. I joined the service in 1943 at age 18. I went to Fort Niagara, not far from Cooperstown, then to Miami Beach for basic training. Because I had completed only algebra (no geometry or higher math), I washed out of the flying cadet program. I was housed at the Floridian Hotel in Miami for about a month until the Air Force decided which field to put me in. I was sent to Gulfport, Mississippi to aircraft mechanic school. After that, I was sent to Granada, then onto Alliance, Nebraska, where I did most of my training.

I was involved in putting a snatch unit on the C-47; one of the first attempts at doing so with a large glider. I was in the 308th Glider Training Squadron and when it disbanded, I went to Syracuse, New York with the 8th Air Cargo. The 8th Air Cargo sent me to C-46 school in Buffalo, New York. While in school, the 8th Air Cargo unit was sent to the Pacific theater and I went to Bergstrom Air Force Base in Austin, Texas. I was placed in the 316th Troop Carrier Group, 45th Troop Carrier squadron, and was sent to the Pacific theater.

Later in life I realized I was very fortunate. Whenever something was going on in the military, they sent me to school.

While in the 316th I was selected to put the snatch unit on our aircraft. This unit allowed our C-47 to snatch gliders from the ground while in



flight. The machine was an M-80 snatch unit installed inside the C-47. It was like a spinning wheel in a plane. It had a quarter inch steel cable with a hook at the end of it, which would come back into a drum. As you played out the cable, you had a hydraulic break that would apply pressure to the drum. It wouldn't be one solid snatch, but the drum would play out to take the shock out of the cable, so it didn't drop the glider on the ground or bring the glider off too fast.

One time a C-47 pilot was doing a snatch pick-up on a glider, but he got in too low on the ground, and accidentally hit and skidded. He dropped the power right away but ruined the C-47. The plane didn't flip; it was more like a skipping stone. The plane hit and bounced a couple



This is a snatch during a combat mission, Remagen on 20 March 1944. Jim may have trained the crew chief in this C-47, who knows!

times. One wing came off and it lost its engines. The plane was ruined.

We would train in the C-47 about eight hours a day. If you got tired you could go over and take the copilot side in the glider. Every now and then the nylon tow, which was about 300 feet long, would come loose from the aircraft. This happened to me one day when I was in the glider, and we were flying. When the rope came off the C-47 we released our end of the tow rope and landed somewhere in the countryside of Nebraska. We figured it would not be a problem, because another snatch plane would come and bring us back. The trouble was that we were in the middle of nowhere. We couldn't even see any houses! Finally, a little old guy with a little old pickup truck came chugging along. He said, "I seen you boys land and thought you were getting thirsty." He brought us some water. Finally, another glider dropped next to us, set up a tripod, and we got snatched off. Then the snatch plane came back and got the other glider. It turned out to be good practice for all of us.

In 1943, the North Africa campaign was just underway, and I was in aircraft mechanic's school in Gulfport. The allies went into Malta and released some of the prisoners there. One of the pilots they released was a sergeant in the Royal Air Force who lived in Michigan. He had joined the RAF before the US got into the war and was credited with shooting down a couple of Italian aircraft. Anyway, the Allies got him out of Malta and brought him back to the states. Why they did that, I don't know, because he was supposed to get his commission as a second lieutenant. Nonetheless, he found himself stuck in Gulfport in the aircraft mechanic school. Now, here was a man who was really upset! While at Gulfport, he was in the Wing next to me. One day I saw him in an Army B-10 (an old Boeing aircraft). Suddenly he took off and flew around the field about three or four times. He brought the plane back in and landed. Apparently, he wanted to let the authorities know that he could fly. That was the last we saw him because the military sent him away. We [continued p.44]

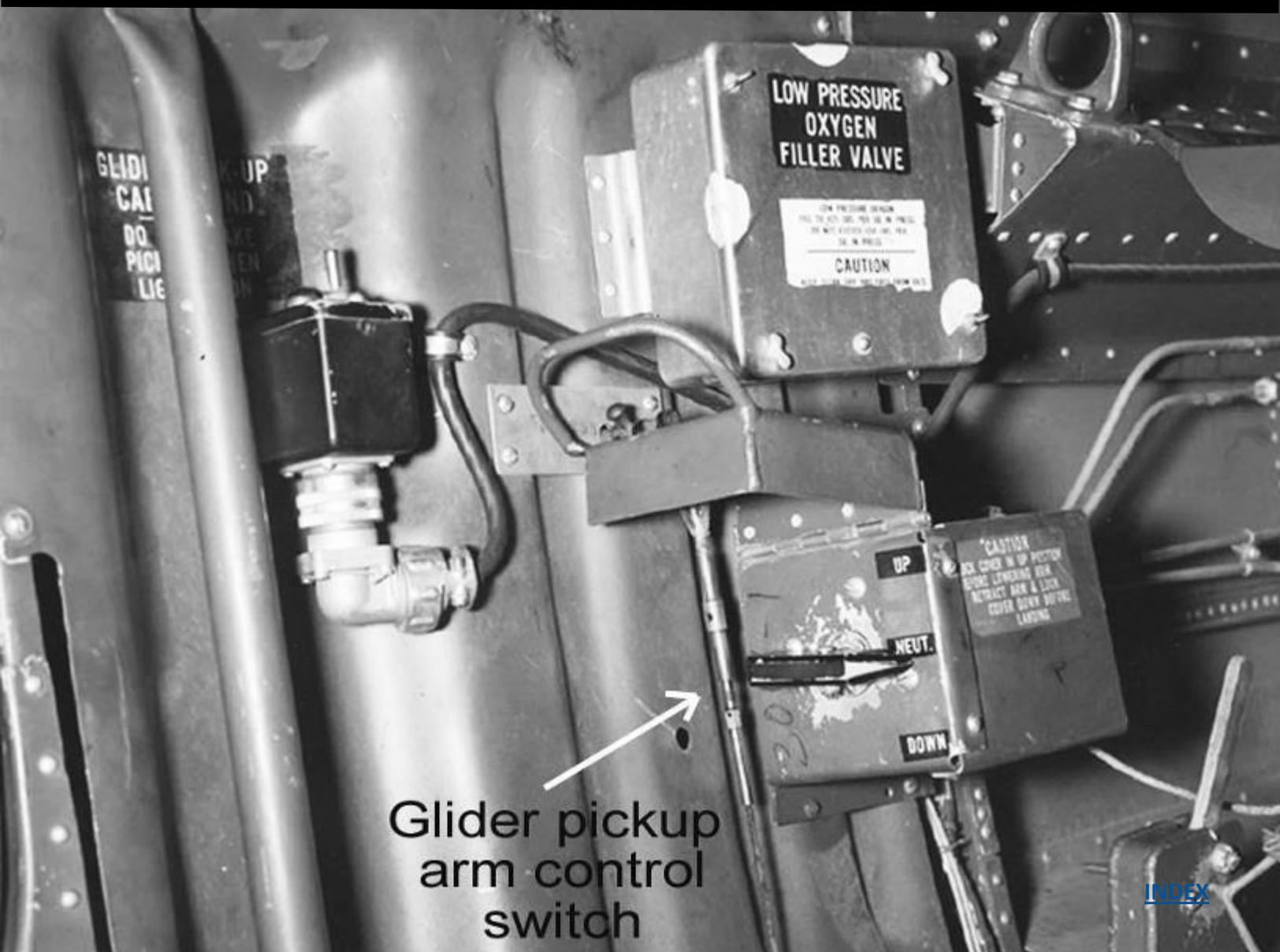


M-80 SNATCH DRUM



USAAF photo, J.K. Streeter collection
pickup hook & cable on the
pickup arm guide track

G 51-13



heard later that he did get his wish and received his second lieutenant commission. He went back into a fighter squadron flying P-47's, but I don't know if he made it back to Europe. After he flew that B-10, the authorities took the wings off, so nobody could fly the plane anymore.

After the 308 disbanded, I went to a C-46 school in Buffalo, New York. We took crewmembers down to Bergstrom Air Force Base in Austin, Texas on C-46s. At that time we were having a lot of problems with our Curtis electric props, which would run away. The governor is set either for feather or low pitch; it depended on the contacts. These contacts weld themselves together, and they would go whichever way they were positioned.

One evening about 9:30 I was working on my C-46, performing what we called a "100-hour inspection". I was changing the prop governor and having some trouble with it. All the other crew had gone, and I knew I had a flight next morning at 8 o'clock, so I had to get the airplane finished. I heard an airplane pull up. I wasn't paying much attention and didn't look over to see who it was. Pretty soon I heard someone walk up to me and say, "how are things going, Sergeant?" I got into this big spiel about how these doggone governors were acting up. The voice said, "what would you do if you had them?" About that time I turned around to see who I was talking to, and as I did, all I could see was a great big star on his shoulder. It turned out to be General Olds! I told him, "If I was going to do anything, I would change these points so they wouldn't weld themselves together like they do." By golly, it was not three or four months later that we started getting prop governors with platinum points in them. But I can still remember turning around and seeing that great big star on his shoulder. I never expected anybody like that to come walking up behind me!

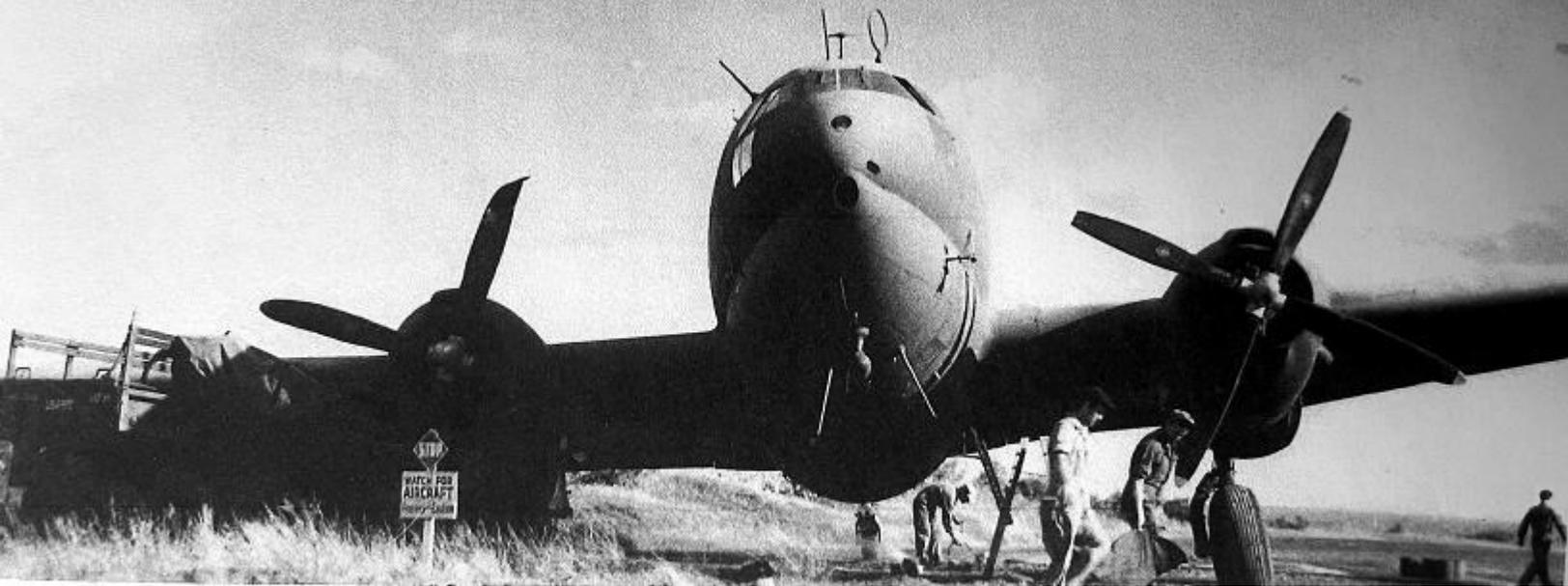
The C-46 had much more maintenance required than the C-47. After crewing on the C-46, which I went overseas in, I got to like it quite a bit. I even flew the Pacific Theater in one. One time we were flying between Palau and the Philippines. We were about halfway there and

the right engine started acting up. If the carburetor float stuck, gas went back to the tank instead of going to the engine. We were flying awfully lean and did our best to keep it going, but here we were in the middle of the Pacific Ocean. The pilots were very worried. I told him to keep the right engine running at about 15,000 RPM, and the other engine higher. Luckily, we reached Palau and landed. There were no parts, but they did have a bunch of Corsair planes. I poked around on one and darn if the Corsair carburetor and the C-46 carburetor weren't the same! One of the maintenance men and I did a little trading, I got the new carburetor on the C-46, and we moved on into Guam.

In Hawaii, I did train in the C-46. One time we were shooting a takeoff and landing, but the pilot overshot the runway. At the end of the runway was a road, so he thought he would just swing up that road. We weren't going too fast, but as he swung up the road, a weapons carrier was coming right at us. We took him dead center with our right propeller. Luckily, the driver saw us coming and jumped out. But the collision drove our landing gear up under and ruptured the gas tank. We thought we were going to explode, but there was no fire.

When I got to Hawaii, World War II was closing to an end, so we were kind of still needed there for a while. Then we started getting trips down through the Pacific and I went through the whole Pacific area. I even got a trip to Tokyo. We were on the 17th airplane to land at Tachikawa Air Field in Tokyo following the surrender. We went there because a B-17 had been shut down towards the end of the war, and the military wanted to bring it back to the states. To get it to fly again, we had to [continued p. 44]

This C-46, on landing, slid off our metal grid runway and ran into the truck you see under the wing in Hawaii at Wheeler Air Field near Schofield Barracks Army Post. Now I am on a mission. I knew they would scrap this plane, and I needed a magneto for my C-46.



I moved quickly before anyone else could get to it. I am in the right bottom of this photo walking with my toolbox to the C-46 to take advantage of this unfortunate accident.



take two R-1820 engines over and install them. That plane was amongst the most decorated B-17s in the Pacific and I understand that it is now in a museum in San Diego. But while we were in Tokyo, the Japanese barracks we were staying in caught fire and burned everything we had. It was caused by the Japanese stoves which were charcoal fired but did not keep you very warm. Some of the GIs set a stove so that when fuel oil dripped into the stove, it would be lit and would then burn. What happened was, one of the stoves had gone out, but it reignited and set the barracks on fire. We lost all our clothes except what we had on our backs. We were delayed there while we replaced some of our lost items.

While we were delayed, our squadron disbanded in Hawaii. It seems strange to come back to nothing. For years after, I told people we were on the last airplane in the 45th Troop Carrier Squadron to make a flight. Later, I found out that was not true, because the 45th is still active today.

As far as flying the C-46 during the war, at one time I got a C-46 going down the runway. We were transferring it from one spot to another. It was about a five-mile run.

I felt great! I got it up about 3 feet. I started taking the tail off and had the plane going a little faster and it finally came off the ground. Then I set her back down. The guy with me, my radio operator, didn't know if I should be doing that or not. But I was flying! It was good to know that at least I knew how to get one up and down.

I remember one time I was up there, and I was in the pilot seat taking off. I was always so worried about hitting the brakes. The pilot had to get up on those toe brakes. I brought my heels down a little, so I had the ball of my foot on the brakes. I was holding it, and I started to bring my foot back when my heel caught between the rudder pedal and the bottom of the aircraft. I couldn't get my foot loose. Here we were, going off to the left, and I couldn't get enough pressure to push the rudder the other way because my foot was in the way.

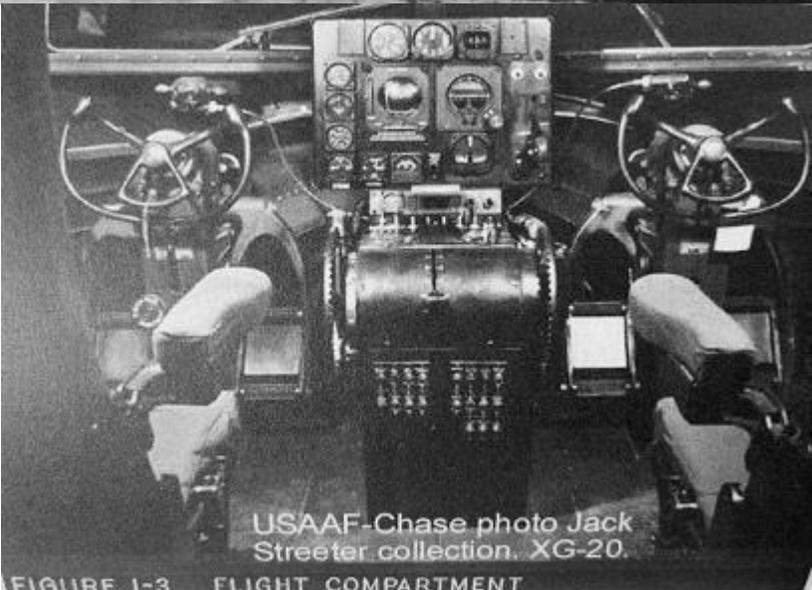
The pilot is stomping on the rudder trying to get it further. Finally, I just jerked the heel clean off my shoes. By then we'd had to cut the one engine to get the plane straight.

The pilot said, "What are you doing? Why didn't you let go?" I said, "I couldn't, you had my foot caught." Then I showed him that my heel was clear off my shoe.

A lot of people think all Crew Chiefs do is sit back in the plane and sleep. But there are some important jobs. For example, in the C-46, we didn't have enough gas to make some of the trips across the islands, so we carried a 500-gallon tank inside the cabin. The foremost important part of my job was to make sure that the fuel was distributed between the right and left tanks correctly so the fuel would go in the main tank in the wings. The pilots couldn't run the engines right off the cabin tanks. And I had to even things out, weight-wise. Nowadays, the military has personnel who are called Load Masters who oversee weight and balance.

After the war, in 1947, I got my private license, I was working in a little airport in Wauseon, Ohio. The guy I was working for, Howard Grieser, was giving me lessons. We went out one morning just before work. It was one of those mornings where you're in the clouds at 530 to 600 feet. I thought, "Oh well, we could do some takeoffs and landings." I made about two passes, and he said, "OK, it's yours." I took off and was going around, but was too high and couldn't see the ground. That shook me up a little bit. I knew I would have to make a regular traffic pattern, so I made a 400-foot pattern and got around and made a couple of landings.

I was soon recalled into the Korean War and went to the Air Proving Ground at Eglin Air Force Base. I was in a number of programs testing newer aircraft, one being the XC-123. The C-123 started out as a glider, XG-20. I thought it was really neat that I was flying on the largest glider ever made especially since I had been in CG-4A gliders.



USAAF-Chase photo Jack Streeter collection. XG-20.

FIGURE 1-3 FLIGHT COMPARTMENT

Then the crew put two engines, R-2800's, on one glider and took the jet pods off of a B-47 and installed them on the other glider. That made for a four-engine jet aircraft.

I was involved in testing the C-123 with the reciprocating engines; the ones with the 2800's on them. Several of us had flown up to Pope Field and were dropping paratroopers out of the plane. The goal was to see how the paratroopers liked it. They really liked it

because they didn't get blown around. Anyway, while taxiing, our C-123 hit a pine tree which damaged the wing tip. That night I had to put a new wing tip on to make the plane look good for a demonstration flight the next day for senators and big Air Force/Army personnel. On the demonstration flight, the pilot took off and, as he normally did, hit JATO [Jet Assisted Take Off] bottles and the plane went up. At about 150 – 200 feet, the left engine failed, and the plane went over on its side and cracked up. The plane was a total loss but fortunately no one was killed. The pilot got his leg crushed and I guess he had to wear about a 3inch sole and heel on his shoes to walk.

I was supposed to fly on that flight, but because I had stayed up until three in the morning installing the wing tip, the auxiliary engineer flew instead. I could have been in that plane. I was glad I wasn't but sad in a way that somebody else had to take my place.

I got into the C-120 program after the C-123 cracked up. The C-120 was a C-119 with a detachable fuselage. The idea of the detachable fuselage was to take it up in the front areas and leave the fuselage there. There were two fuselages, one being a First Aid station and the other a machine shop. They only built one aircraft like that for the Air Force, but they didn't accept it because without the fuselage on it, it was a bear to fly. We tried different ideas to streamline the underbody without the fuselage but they just didn't work. You would stall without the fuselage, not knowing which way it would go. The aircraft was disbanded and the job was given to helicopters.

I always wanted to go into aviation, so I had went on to get my commercial pilot's license. That's when I felt I had made it. I thought I could fly any military plane. In fact, after I was recalled during the Korean War I got to fly B-26's (not legally, of course!) and an old DeHavilland Beaver. I loved that Beaver. The thing flew like a homesick angel. With two people on board, I don't think you could ever stall it. At Eglin AFB I used to fly the Beaver out into the Gulf of Mexico to scare the fishing boats away so the guys could practice dropping bombs. I could really go upstairs with that plane.

Photo sources:

James Winnie

U.S. National Archives

Charles Day, Silent Ones WWII Invasion
Glider Test and Experiment. Day. 2001

Afterword by Trevor Shimulunas, CAPT USMC

As I read the author's memoirs, one recurring theme struck out at me time and again. Wherever Jim Winnie went in his long career, he was on the forefront of innovation. Experimental applications, developing replacements for faulty equipment, and even testing entirely theoretical aircraft – Mr. Winnie was right there. As a member of the active force today, it has been eye-opening to read the stories of someone who was at the head of these innovations. Innovations, such as in the case of the glider-snatch equipment, which directly contributed to whether a casualty would make it home or not. Today's military still has a strong focus on innovation and adaptation, and I can see clearly that it is in tribute to the legacy of people like Jim Winnie.



[INDEX](#)

OPERATIONS

What are our members doing?

Patricia Sikes

WE HONOR THE BRAVE



Performed by
the Third Grade Students of
Covington Elementary School

Produced by
Krista Keuneke &
Holly Wust

November 11, 2021

Patricia (Pat) Sikes asked our research team for information on her father. Her grand daughter was giving a presentation on her great grandfather at her School on Veteran's Day. The team was happy to send the information about Flight Officer Allen Quinn (Army Air Force), and notified me. I made arrangements to get a commendation to the school to be given at the next awards assembly to Pat's grand daughter. Pat sent photos and wrote,

Flight Officer Allen Quinn was honored tonight at Coventry Elementary School. My [grand daughter] was so proud to learn about her Great Grandfather. Thank you for all the information you provided for us to share with her.

We honor students who carry on the history of their WWII grand and great grand fathers. If you have a student giving a presentation let us know.

—Joan Abrahamsen



HONORING OUR TROOP CARRIER MEMBERS

FRANK T BRANDON

CURTIS R. CAMERON

BILL S CHEOLAS

ERNEST E DUTCHER

RICHARD T FORD

JOHN H GEIST

JAMES O HAMMERSMITH

PHILIP R HOWLAND

JOHN LAMM

FRED H LUNDE

JAMES W MAGEE

JOHN JOSEPH MASON

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ROGER W SMITH

JACK W TEMPLIN

WILLIAM WEAVER

MARSHALL W. WILLIAMS

JAMES R WINNIE

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 FIRST QUARTER OF WINTER 2021/22.

Compiled by:
A-2 Section,
Hq, 53rd TC Wg.

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SECRET

Tim Suerth son of PFC Conrad H Suerth
Bob Halford son of F/O George Julian Jr
Jeanne Wiebke Historical Society Volunteer researching F/O Frank S Hibbard
**Richard Brzowski son of F/O William Ray Daugherty
Chris Hansel son of 2ndLt William B Hansel
Patricia Sikes daughter of F/O Allen William Quinn
Ray Templeton grandson of Edward Templeton, British Royal Artillery Glider Rider in F/O Zane H Graves glider
**Gregory Marks son of F/O William Marks
Luc Maertens researcher
Brett Grosshans friend of Lt Col John Aloysius McQuillen Jr
Kimberley Curtis her husband's grandfather Daniel Michael Knezovich
Ashley Needham granddaughter of 2ndLt Daniel Lake Needham
Tholland Sullivan granddaughter of F/O James B Sullivam Jr.
Jennifer Thompson granddaughter of F/O Harry L McKaig
Julien Dechartres Tourism Development Chateaudun Air Field Museum
**Hal Horrocks Jr son of F/O Harold Alfred Horrocks
Keaton McCarty grandson of 2nd Lt Keaton Franklin McCarty
David Legg researcher Catalina PBY tow
Kevin Sullivan researcher C-47 #42-92990
Robert Davis Jr son of S/SGT Robert E Davis
Cam Miller grandson of F/O Alvin F Holderbecker
SMSgt Fred Mottern Instructor Civil Air Patrol
Joe Dougherty Sr researcher, CG-4A crash site in Poconos
Ludovic Lebreton President Chateaudun Air Field Museum

SECRET
Auth: CO, 53rd TC Wg.
Initial: [Signature]

Pilot: James B. [Signature]
A. GENERAL INFORMATION: T-134034
Group 437
F.O.No. 5 Series [Signature]
Time Over Target 1050 hrs
B. ENEMY ACTION PURPOSE T-134034
1. Type of attack (Air, Army, [Signature])
2. Enemy A/C Sighted [Signature]
Course [Signature]

**Current Member—Thank you for your support!

INDEX

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National WWII Glider Pilots Committee
Silent Wings Museum Foundation.*

Thank you to those of you who have donated to the Silent Wings Museum Foundation and or to the National WWII Glider Pilots Committee. We very much appreciate your support.

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Dana Harris in memory of **DANON STILLMAN JUDEVINE**

Annemarie Monique Taylor in memory of **PAUL W. MOUSSEAU**

Mike Squillo in memory of **PIERO SQUILLO**

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Jim Hooper in memory of **WILLIAM E HOOPER**

James D Snyder honoring **USAAF TROOP CARRIER**

Ed Chevalier honoring **USAAF TROOP CARRIER**



TROOP CARRIER MOVEMENT

“Keep Mobile!” See you next quarter!

JOIN OUR COMMITTEE AND HELP PRESERVE TROOP CARRIER
AND COMBAT GLIDER HISTORY



Operation Thursday, codename Broadway: B22, Co pilot was Staff Sergeant George H Canienne Jr. Many of the copilots were Staff Sergeants in Operation Thursday.

DONATE TO THE SILENT WINGS MUSEUM FOUNDATION



ON THE CALENDAR

Upcoming missions:

BURMA

March 5, 1944

REMAGEN

March 22, 45

NORMANDY

June 6-7, 1944

LUZON

June 23, 1945

SOUTHERN FRANCE

July 15, 1944

BASTOGNE

December 23-27, 1944

RHINE CROSSING

March 24, 1945

LA LONDE

June 10-13, 1944

SICILY

July 9 & 13, 1943

HOLLAND

Sept 17 - 26, 1944

COVER PHOTO: October 8th, 2021, Curtis Cameron participated in our virtual symposium. He was honored by the 306th Flying Training Group and 4,000 cadets at the U.S. Air Force Academy. This photo was taken in front of the Eagle and Fledgling statue. Back row Left to right: LtCol. Colin Henderson, Major Brodie Henderson, 2ndLt. Andrew Crites, Wendy Cameron, Keith , C1C Cole Resnick, and LtCol. Jeremy Lushnat, USAF Ret., NWWIIGPC liaison to the 94th flying Training Squadron.

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