



Happy Holidays

307th Bombardment Group (HV) Assn. The Long Rangers

Newsletter 2000-3

10 December 2000

NEWS FROM THE PRESIDENT

What a wonderful time we had in San Antonio! The weather certainly cooperated for our stay there. It was so good to see old friends as well as new ones made. We all missed everyone that was unable to attend Reunion 13 for whatever reason. Plans are well underway for reunion 14 in Salt Lake City in 2002 thanks to the efforts of Walt and Cena Marsh. We are hoping for a larger attendance and hope that those who were unable to attend the last reunion will be able to join us in Salt Lake City.

The site committee has been formed for reunion 14 and is now intact. They are as follows: Dan Cauffiel, Kurt Patzlaff, Jim Perry, and John Lacy. If you have any suggestions or requests, please call Dan Cauffiel (909-689-0890) with the information.

Please pay particular attention to the information included in newsnotes concerning the Air Force memorial to be built in Arlington, VA. Many times we have discussed how to spend our money and I feel that we could not find a more lasting memorial to honor our efforts in our country's heritage. The 307th would be memorialized permanently by a display in the chapel. Please mark the enclosed ballot with your suggestion for a donation and return it to me.

I would like to take this opportunity to express Season's Greetings to all from my family to yours. May each of us enjoy a very prosperous New Year!

C.E. Jordan

* * * * *

QUOTES OF NOTE:

"I'd rather see a sermon than hear one any day,
I'd rather one should walk with me than merely show the way.
The eye's a better pupil and more willing than the ear;
Fine counsel is confusing, but example's always clear;
And the best of all the Preachers are the men who live their creeds,
For to see the good in action is what everybody needs.
I can soon learn how to do it if you'll let me see it done,
I can watch your hands in action, but your tongue too fast may run.
And the lectures you deliver may be very wise and true;
But I'd rather get my lesson by observing what to do.
For I may misunderstand you and the high advice you give,
But there's no misunderstanding how you act and how you live.

- Edgar A. Guest



LETTERS FROM THE MEMBERS

Thought the following letter and the newspaper article might be of interest to you members.

"Dear Cena,

I'm not sure how to do this, so bear with this old lady. I read this article in our paper yesterday. Virgil Tramelli was in Bob's class of 12 who went as cadets to Hawaii to get their navigation training. Whitesell, Jackson, and Romack were in that class. Can't remember the other names. I'm not sure if Virgil Tramelli went to the 307th or not, and I don't know if Bob knew about him overseas, but I remember his telling me and also showing me Virgil's name on the wall in downtown St. Louis.

Don't know if this is of any interest to any of you, but thought I should share it with you. Eddie Romack went around with Bob and I quite a bit in Frisco, as he didn't have anyone there. I felt good walking around town with a cadet on each arm! We were stationed near the Jacksons in San Antonio, and visited them in South Dakota."

Sara

For your information: Carl Whitesell, whose efforts started this organization, died in 1979. Ray Jackson died in 1989. Ed Romack still lives in Idaho Falls.

NOTICE: Updates on the E-mail numbers, Minutes to Reunion 13 and expense report will be in the next newsletter.

HARRY LEVINS MILITARY MATTERS

Ladue man wants Army to seek remains of uncle killed in WWII

Jim Tramelli of Ladue has finally got the facts on what happened to his uncle in World War II. Now, Tramelli wants to get his uncle's remains and bring them back to St. Louis.

His uncle was 2nd Lt. Virgil A. Tramelli, who grew up in St. Louis. Virgil Tramelli joined the Army Air Forces. After training as a navigator, he joined the crew of a B-24 bomber in the Central Pacific. He was 27.

On Dec. 28, 1943, Lt. Tramelli's B-24 lifted off for a raid in the Marshall Islands. Japanese fighter planes jumped the bomber and shot it up. Off the atoll of Majuro, the pilot ditched the plane in the surf.

And that's all the Army ever told Lt. Tramelli's family. The Army sent a telegram declaring Lt. Tramelli missing. Five months after the war ended, the Army notified the family that Lt. Tramelli was presumed dead.

From veterans of Lt. Tramelli's squadron, the family heard rumors that the crew had survived the ditching. But the family heard nothing further from the Army Air Forces or its successor service, the Air Force.

Jim Tramelli is just 34, which means he was born long after the war. When he was growing up in the early '70s, his Uncle Virgil was a long-ago abstraction, as was WWII.

Everything changed in a hurry in 1991. That's when the family heard from Dirk Spennemann, an Australian archaeologist working for the government of the Marshall Islands. He specializes in the historical evidence of WWII in the Marshalls. Spennemann knew Lt. Tramelli's B-24 well; he had seen the bomber's remains under a few feet of water off Majuro.

Spennemann had some cursory records on the fate of the plane, but he wanted details from Jim Tramelli and the rest of the family.

Jim had never spent a day in uniform and hardly knew where to start. Letters to Washington drew only the vaguest of replies, nothing

he didn't already know.

Finally, last year, Spennemann put Tramelli in touch with Matt Holly, an American who runs a diving business on Majuro. Holly recommended that Tramelli approach WFI Research Group of Fall River, Mass. As far as Tramelli knows, WFI exists only as a fax number and an e-mail address. It seems like an odd business; even its phone number is unlisted.

Even so, Tramelli sent off \$60. And two months ago, WFI mailed to Tramelli a thick stack of photocopies of military documentation about the downing of that B-24 on Dec. 28, 1943. The crew *did* survive, only to be captured. WFI even found a photo of eight of the crew in enemy hands.

The Japanese moved the fliers around, finally shifting them to Kwajelein, where they arrived on Jan. 3, 1944. They never left Kwajelein. The Japanese executed them, the fate of many fliers who fell into Japanese hands. They were buried on Kwajelein.

On Feb. 1, 1944, the Americans invaded Kwajelein. Before the landing, bombers and warships plastered the atoll — including the burial site.

Jim Tramelli thinks some of his uncle's remains survived the bombardment. He wants the Army to look for them and test for their identity at a forensics lab that the Army runs in Hawaii.

Tramelli plans to enlist the support of some members of Congress and to keep after the armed forces. He wants the Army lab to add his uncle's name to a roster of remains it's seeking in the Central Pacific. And he hopes to visit Kwajelein next summer with a friend, St. Louis County Circuit Judge Gary Gaertner Jr. of Clayton.

"My grandmother died in 1977 not knowing what happened to her son," Tramelli says. "That's wrong."

To reach Harry Levins:
E-mail: hlevins@postnet.com
Phone: 314-340-8144

FROM YOUR HISTORIAN

Another view of Balikpapan

The following story was posted on the Internet B-24 Web Board, submitted by "Anonymous", but seems to have been signed by a Harlan Price. It surely refers to the 868th Snoopers and, if true, gives another view of the first of the early Balikpapan missions, probably September 30th, 1944.

"To all you guys who had relatives in the 307th and 5th Bomb Groups of the 13AF, I have a story you can add to your collection. I was a "Snooper" pilot and on the first Balikpapan raid that these two groups flew, our Crews flew a Radar Mission to help them. We took off from Noemfoor about 10PM and headed for Balikpapan. Our orders were to go in and get the fighters and AA guys up and, in general, just harass them. Our orders also gave us the authority to call off the mission if we found the weather to be too severe for a successful mission.

"We carried out our harassment orders and headed back to Noemfoor. The weather was pretty much ideal so those orders were moot .

"In the area of the Celebes we picked up these approximately 75 B-24's coming at us. They were spread

out ALL over the area and they were using their running lights. We, of course, did not use our running lights, in fact, we had black planes, with flame dampners. (This was because we normally bombed Jap ships at 1,000 feet, at night, using radar.)

"To this day, those crews do not know that we flew right thru' them!! It was very safe because we could pick our way, using the radar. There was lots of room and no risk. We were very grateful to have been able to contribute, if even in a small way, to the success of such a great mission!!! Harlan Price."

PRAYER FOR THE DAY

The following was received from Marty Sporn and could well apply to each of us:

*"So Far today, God,
I've done all right.
I haven't gossiped,
I haven't lost my temper,
Haven't been grumpy,
Nasty or selfish.
I'm really glad of that,
But in a few minutes
I'm going to get out of bed
And from then on,
I'm probably going
To need a lot of help."*

Current Requests

You all know about Dr. Pat Scannon's trips to the Palau Islands in search of aircraft lost during the war. One of those planes was flown by Jack Arnett of the 424th which was shot down on September 1, 1944. While we have not heard from Pat since his October, 2000 trip to the Palau area we have heard from two families of the men lost on that plane.

Tom and Nancy Doyle, 1849 Tuscola Avenue, Snyder, TX 79549, phone 915-573-0854, have asked our help in finding information on Tom's father, Jimmie Doyle, who was flying as assistant engineer on the Arnett plane. The Doyle's *Email: ndoyle@snyder.esc14.net*

Charles and Beverly Goulding, 5100 Mountain Top Road, New Hope, PA 18938, are looking for information on his father, Charles T. Goulding, who was radio operator on the Arnett plane. *Email: ctgaia@voicenet.com.*

These men, and probably most of the rest of the crew, had been members of the 424th Courssen crew which for some reason was flown by Jack Arnett on the September 1, 1944 mission. Both families wonder about the change in first pilots.

The Doyle's also ask about T/SGT L. A. Waits who seems to have transferred off the Courssen/Arnett crew just before the fatal mission. He was later reassigned as a flight engineer instructor in the 360th Service Group. Lloyd Waits' home address at the time was 624 E 20th Ave, Columbus, Ohio. Tom and Nancy wonder if Lloyd Waits is still alive? Does anyone have any

information, perhaps a current address, for him?

If anyone has any information on any of these men or the Courssen or Arnett crews please contact the families above. Please remember to send a copy of any correspondence to Jim Kendall: Derby Rd, Birmingham, MI 48009. *Email: jmk307hist@aol.com*

Search for Clifford L. Fowler

Ed Powlenko and Cliff Fowler went through flight training together. Ed wound up as a first pilot with the 42nd Bomb Group flying B-25's of the 13th Air Force. Cliff became a B-24 first pilot and he and his crew joined the 424th squadron of the 307th Bomb Group. At some point, Fowler became 424th squadron C.O. In July, 1944 he was replaced by John Vanderpoel which would indicate that he was on his way home at that time. Ed Powlenko has lost track of Fowler over the years and wonders if anyone has any information that would help him relocate his friend. Ed's address during the winter is 217 Live Oak Lane, Boynton Beach, FL 33436-7105. Phone 561-738-0032.

This story has an "**it's a small world, isn't it**" aspect that bears retelling here. Ed Powlenko left several messages on my phone telling that he was looking for Ed Fowler and would call back. He left no phone number and never called back when I was home. He left the name of his town in Michigan and I tried several times with no luck to find his phone number. Eventually, I quit trying, hoping he would call back. He never did. Some months later, member Clark Pardee who lives near me, called to say that

someone named Ed Powlenko had mailed him a copy of Sam Britt's book, *The Long Rangers*, which, as many of you know, has been out of print for some time. Clark asked if I knew Ed Powlenko and could I let him know what was going on. It took awhile to figure out the story but, as it turns out, Ed Powlenko spends his winters in Florida where he often visits Dave Brennan, another 42nd Bomb Group pilot who lives there and who owned a copy of the Sam Britt book. Brennan was finished with the book and gave it to Powlenko to read and asked that when he was finished reading it, he send it to a fraternity brother who had been in the 307th and who now lived in Michigan. You've probably guessed that the fraternity brother was Clark Pardee who called me and from whom I was finally able to obtain Powlenko's addresses and phone number. I contacted Ed and our conversation resulted in the story above.

Another One That We Won . . .

In Newsletter 99-2 several former Long Rangers were listed for whom information was being sought. One of them, Sgt. Joseph A. Allison Jr., flew as a 424th flight engineer during the last few months of the war. He died following the war in a B-29 accident. His daughter, Pat Allison O'Neal, was only one year old at the time, never knew her father, and hoped that we could locate someone who knew him during World War II. Our Newsletter article mentioned the names of the men in the Saye crew including co-pilot Scalia.

We received two letters from Association members concerning this request for information. First, Bill Holston wrote that he had known Scalici in the Pacific and had located and spoken to him after the war but thought he had died in a swimming accident sometime during 1946. This seemed to have ended that lead until Ray Galloway wrote to say that Scalici had been reported alive and well in Birmingham, Alabama as late as 1957 or 1958. This information was relayed to Pat Allison O'Neal who promptly called Birmingham, Ala. telephone information and was shortly speaking with Matt Scalici himself who assured her that reports of his death were greatly exaggerated. Scalici and Bill Holsston have also made contact. Both parties are still very excited. Co-pilot Scalici and flight engineer Allison had been close friends during the entire time they were flying together as a crew and Scalici may be the best person to help Mrs. O'Neal fill in her father's part in WW II.

*HAPPY HOLIDAYS
OR
MERRY CHRISTMAS*

(TAKE YOUR CHOICE)

NEW PUBLICATIONS

Recently we received requests to notify our members about two books about the B-24 that might be of interest to our group. They are as follows:

"B-24 Liberator Units of the Pacific War"

Although my book "B-24 Liberator units of the Pacific War" was published only this year, the publisher now says that it may go out of print within a few weeks. I have purchased copies to assure that it will remain in print for at least a time.

This is very much a "real" book (not a subsidized, self-publishing effort). I do not make any profit from sales of this history of the Liberator in the Pacific. I do, however, donate both funds and material to the San Diego Aerospace Museum.

The book is high-quality softbound with a brilliant cover painting by renowned artist Lain Wyllie. It contains about 60,000 words of text covering all numbered air forces and bomb groups in the Pacific, thirty color plates by artist Mark Rolfe, six figure art plates by artist Mike Chappell, and about 120 photos, many previously unpublished.

If you would like a copy of "B-24 Liberator units of the Pacific War," send \$22.10 including all postage and handling (check made out to Robert F. Dorr) to me at the following address.

Please note that my sole purpose is to keep this title in print. I am not writing about B-24 history for commercial gain.

Best Wishes,

ROBERT F. DORR
3411 Valewood Drive
Oakton, VA 22124
tel (703) 264-8950
fax (703) 264-1295
email RobertDorr@aol.com

The second book is "The Last Flight of Liberator 41-1133"

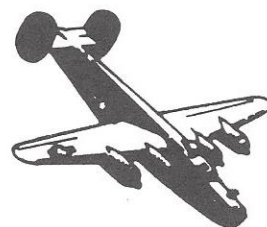
The Last Flight of Liberator 41-1133 tells the full story of the bomber whose wreckage is confirmed by the nation's leading aviation archeologist as the most-visited military or civil crash site in the world.

The wreckage is a reminder of the cost of World War Two's victory, a subject which pervades this poignant, in-depth look at just one of the many, many aircrews which perished during wartime training flights.

The book is in reality several books. It is about the lives of seven men who were killed and, especially, about the training of the two young, recently commissioned pilots. Readers will follow the two young lieutenants from the summer of 1941 through their aviation cadet experience before undergoing four-engine training on Albuquerque-based B-24 Liberators in April 1942. You will share their joy of flying and know fear in the sky as well.

See flyer enclosed for ordering information.

Taps



THE LAST FLIGHT

Seems as the years pass by more and more of our comrades are taking their "Last Flight". It is always a bit heart-rendering to list the names of old friends, especially at this time of year. We will miss them.

<u>Name</u>	<u>Sqdn</u>	<u>Date</u>
Burkhart, Lloyd L.	372nd	14-07-00
Gindlesperger, Paul C.	372nd	14-03-00
Mack, Stanley J.	372nd	06-06-00
Pickett, John P.	371st	31-01-00
Reed, Charles A.	372nd	17-11-00
Smith, James W.	372nd	28-10-00
Wigington, Gerald		-01-83

Our sympathy goes out to the families of these men.

REPORT and CRITIQUE of the 307th BG 2000 REUNION

John T Reeves

This communication consists of a my review and critique of our San Antonio reunion. I believe that it was generally pretty successful, but did have a few glitches; small in number but big for those involved.

First I would like to express my appreciation for your confidence in my two year term as Association president. It was a busy two years working toward the Sept. reunion. There were many things to consider and they had to be done in a timely manner. Two years lead time is almost a minimum to smoothly get everything done by the reunion date. Having the experience of past board members to call on is a godsend, particularly the ongoing resources of Cena Marsh and Jim Kendall, who have been the continuous thread of the organization. Marty Sporn and Lynch Christian and many others were there when needed. Thanks to all of you for your inputs.

One of the real pluses of this job turned out to be the e-mails, letters and phone calls that I received from many of you during the past two years. I could join with you in your good news and sometimes with the not so good of the passing of one of our loyal comrades in arms or of a loved one. That is part of the bittersweet aspect of this position. I became better acquainted with many of you who may have been mostly a picture in the year book before. We tend, at the reunion, to cluster into small groups with the people that we have known best over the years; and as a result have only a speaking acquaintance with many others. Of course that has become less so with each reunion as we share our common experiences with those that may have been along side of us in battle, but who we rarely saw face to face.

I ask that you communicate often and compassionately with your new board members. Many ideas are better than a few, and besides, they will be happy to know "that you care enough to send your very best". Sometimes it will be difficult for them to get back to you in what you may think is a timely manner, but be patient, your office holders will respond.

Now, about the reunion: generally speaking, I thought that it went quite well with interesting outings and presentations. I was exceedingly pleased with Cliff Neve's and Pat Scannon's presentations. Their subjects were so appropriate to our history and they were well delivered. Kudos also go to Allen Novak for his outstanding B-24 dioramas and paintings that he brought all the way from Florida for our benefit and enjoyment. I want to thank Staff Sergeant Kellie Brisse (Grand daughter of late Homer Bryant of the 424th) for the original idea and contacts for the Lackland event and finding and contracting for the excellent dance band.

Due to our hotel P.A. system problems at the banquet, we fell behind on our allotted presentation and recognition time and had to cut short our recognition of most crew gatherings, family groupings, etc. For this I am truly sorry, but do look in the reunion book when it comes out, you will be recognized there. Tudy and I were really impressed with the river walk area and cruise. We enjoyed the entertainment at the Ranch, especially that big old "pussycat" of a long horn steer. I wasn't too enthused about that smoke flavor that seemed to permeate every item of the food except for the desert.

We had a few registration "flaps " that unfortunately left a few people at least temporarily unhappy. Most problems were eventually resolved. Some suggestions to help prevent this in the future is to register early and be sure to follow schedules and instructions to the letter (just like we did in service). Next time you will get a timely

REPORT and CRITIQUE of the 307th BG 2000 REUNION

John T Reeves

confirmation of your selected events and payment so as to verify your intent. Some Saturday night seating problems resulted from some not observing the seating plan. We apologize to those who had their arrangements disrupted as a result. Best laid plans of mice and men (OOPS, persons) go astray. Occasionally we got lost in the hotel. We did have a floor plan and a schedule of room locations in our information packet, but we did not always carry these with us. The Hotel could have put up a few direction signs which would have helped. Too bad they didn't realize that we have our occasional senior moments. Some of you may have had. or have some adjustments or refunds due. If you have been unable to resolve these to your satisfaction with Armed Forces Reunions, please contact me by phone, letter or e-mail.

In another location in this newsletter, you will find a list of member attendees by squadron. For those of you that could not attend, please look over this list and contact those that were there and that you would have especially liked to have seen. Plan with them to come to Salt Lake City in 2002

As I said earlier, I heard from quite a few that could not come due to infirmities or travel problems. I heard from widows, grandchildren, nephews etc. I will try to list some of them here. Frank Klein 372nd, Dale Shellberger 372nd, Paul Edison Pulliam 372nd, Jean Cunningham Wick (Husband was Paul Cunningham, her return address was cut off at the bottom of a FAX), Luther Dey 424th, Bill Lindley 372nd (illness prevented attendance), Marc Adamic (a classmates husband's uncle was T. Sgt. Lewis R> Murray who was in the 307th,s photo unit), Shark128@gate.net (don't know his name, he was a B-24 pilot in the Pacific), Ann Landers (article about Wyn Murry, a USO singer on Morotai), Mary Taylor Young (Daughter of the second marriage of the wife of Lt. Don Hathaway lost over Kahili), Ron Anthony (son of Don Anthony lost over Yap), Geraldine McKibben (Don's Mother), Bill Grisatis (intended to come but is not on the register), Richard Dixon (member of Lt. Etheridge's crew), Tom Burnham (son of the late Gen. Robert F. Burnham), John Gorrone 370th (Too ill to come but he provided the VCR tape of the movie " Prisoners of the Sun"), Jeanette Larson (father is Lt. William Larson 424th), Bill Ryan (father Everett E. [Pat] Ryan bombardier 424th?), Rodger Woods (father was S/Sgt. Lee A. Woods 370th), Urban Dohogne 370th).

I hope that I didn't omit anyone. If you came to the reunion, your name should appear in the attendance list.

Our reunion balance sheet will appear elsewhere in the newsletter.

Have a good Holiday and a great New Year.

John Reeves

Attendance Report
Limited to the men from the Units

370th Attendance (26)

Elvin Reamy, E.R. Somerville, Larry O'Brien, Milt Potee, Bill Selzer, Gene Dezmelyk, David Mathews, Edward Jerkens, Lyman Matheson, Richard Hage, Jack Ralph, Jack Sneed, H.B. Bryson, Lowell McLearn, Harry Coggins, Dan Cauffiel, Harry Sterkel, Jacob Shoifet, Thomas Patterson, Earl McGuire, David Daniel, C.E. Jordon, Ray Pruett, Clarence Baker (also of the 371st), Larry Ward, Vera Wilson (Paul)

371st Attendance (33)

Howard Brooks, Bill Mesh, Stanley Haduch, Ron Anthony, Ralph Daniel, Marty Sporn, Bronslaw Turlo, Leonard Meyers, Howard Johnson, Bill Wettengel, Ed Cooper, Clyde Ward, Harry Morgan, Thomas Pelle, Chuck menovich, Charles Sherrer, Manor Landes, R. Huffman, S.J. Ayala, Tom Tiscgoff, Leo Mitchell, William Brown, Mahlon Hansen, Harold Reeves, Phil Reich, John Lacy, Vern Greenwood, Kurt Patzlaff, James Walsh, Lon Adkins, Allen Novak, Jim McCloskey, Bill Henderson

372nd Attendance (27)

John Morrison, Spike Hensley, Robert Taylor, Robert Connel, Everett Anderson, Budd Horvath, James Frazier, Julian Moss, William Watson, William Gricher, Delbert Hostetler, Glenn Gatenby, Tom Harris, Sam Britt, John Mutolese, Robert Jones, Robert Kahl, Jerry Burns, Chuck Newell, Jim Kendall, Mac Willard, Helen (Herman) Teichman, Bill Dodd, Bill Burtard, Clyde Johnson, Annice (William) Blackman, Frank Craven (also 424th),

424th Attendance (43)

Michael Woyciesjes, Bill Helms, Gordon Glass, Bill Jernigan, Murry Cotter, John Reeves, Herb Williams, Paul Yuschak, Dave Owens, Joe Love, Lynch Christian, Kellie Brisse (Homer Bryant), Paul Carlisle, Russ Doyland, Walter Bird, James McCluskey, Robert Tyree, Walter Pierson, Charles Malekovich, Bernadine (John) Fitzgerald, Dick Reis, Alan Guild, Arthur Weisleder, Gary Mineo, Rex Lewis, Ira Jackson, Adrian Randal, Leo Hinchey, Barnard Jennings, Cliff Llewlyn, Jim Fielding, James Perry, John Wright, A.J. Evans, Loran Kyle, Dominic Calarco, Donald Riswick, Robert Raya, Glenn Scott, John Vanderpoel, Frank Qualia, Thad Brannon, Harvey Woodward

Headquarters Attendance, Past & Present

Carl Buskness, Robert Robinson , Cena Marsh Sect'y & Treas.

Unknown Sqdn. affiliations and Guests

Geraldine Mckibben (Don Anthony), Dianne Haces, Clark & Helen Rolf, Raymand & Betty Anne McCurry, Bob Bonham, Pat Scannon, Charles & Armetta Hunigan, Charles Smith, Tom Ayala, Skee Smith, Gloria Franklin, Cliff Neve,

Grand sum total of all attendees: 264

Truce declared in battle over Air Force memorial

By LISA HOFFMAN

Scripps Howard News Service

WASHINGTON — More than 70,000 Air Force aficionados have dug deeply into their wallets to contribute to the creation of the first national memorial to the service.

Even so, the \$3 million-plus they have donated to build the monument in Arlington, Va., wasn't enough to reach the \$30 million needed to meet an upcoming congressionally-set funding deadline.

Facing the December cutoff, the Air Force Memorial Foundation girded for war, mapping out a lobbying strategy to convince Capitol Hill to give them another five years to raise the \$5 million more needed and to bring the plans to fruition. They have about \$25 million in the bank now.

Retired Brig. Gen. Patrick Adams, head of

Continued from page A1

the foundation, said his troops expected a tough fight with Marine Corps partisans, given that the Air Force is locked in a nearly five-year battle with the Marines over the location of the planned 50-foot-high memorial.

But there wasn't much flak, despite the fact that several top lawmakers are former Marines and big promoters of the Corps. Congress unanimously gave the foundation an extension until 2005 and President Clinton formalized it in mid-October.

"It was smoother than we might have thought," Adams said, attributing the success to an outpouring of support from Air Force veterans, active-duty airmen and families.

This was just the latest skirmish in what has been called the second battle for Iwo Jima.

Many current and former Marines contend the Air Force has trod on sacred territory by choosing a site for its memorial just 500 yards away from the Marines' hallowed Iwo Jima statue on a 25-acre spit of land across the Potomac River from Washington.

They argue that the proposed memorial, along with its visitors center and museum, would grossly overwhelm the famous statue of Marines raising the U.S. flag, which honors the more than 23,000 Marines and Navy personnel killed or wounded during the World War II battle for Mount Suribachi.

The Corps' supporters say they heartily endorse an Air Force memorial — just as long as it's put elsewhere.

The Air Force, however, contends that the Arlington site bears historical significance to it as well, being so close to the parade grounds where aviation pioneer Orville Wright displayed flight to military leaders more than 90 years ago.

While the final design for the memorial has yet to be approved, Adams and others say it will not interfere with the sanctity of the Marines' site because it will be far enough from the Iwo Jima statue and shielded from sight by trees.

Opponents said they chose not to marshal their own troops to lobby Congress against the extension because they didn't want to be seen as being against an Air Force memorial in general. Instead, they have focused their fire on the courts and regulatory agencies.

Led by residents of nearby neighborhoods who fear another monument in their midst would cause traffic congestion and pollution, the opponents have so far struck out in their legal efforts.

The Friends of Iwo Jima lost an attempt in federal court last year to stop the memorial, and now they're waiting to see if the National Park Service will order a full environmental impact study. They also may try getting the Iwo Jima memorial designated a national historic site, which could lead to more legal action and delay.

Groundbreaking is tentatively slated for September 2001.

Adams isn't declaring the war over by a long shot. "This is a long, complicated march," he said.

• On the Web:

<http://www.airforcememorial.org>

<http://www.iwofriends.com>

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General Ronald R. Fogleman (Ret)

General Charles A. Gabriel (Ret)

General David C. Jones (Ret)

General Merrill A. McPeak (Ret)

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CMSAF Thomas N. Barnes (Ret)

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CMSAF David J. Campanale (Ret)

CMSAF Robert D. Gaydor (Ret)

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October 16, 2000

SMSgt Claude E. Jordan Sr.
510 Battery Pl
Colonial Heights, VA 23834-3204

Dear Sergeant Jordan:

Fifty-three years ago, President Truman signed the National Security Act and created the United States Air Force as a separate service. Through that single signature, Hap Arnold's vision of our United States Air Force moved to the front lines of American history.

Our new Airmen took the high ground seized by our WWII brethren and set out upon a dizzying, double-time march from props through jets into the space age.

They shattered standards. They exceeded "excellent." Time and time again, without fail, they pushed the envelope to the very outer limits. They prevailed over the Cold War, communism and dictatorships. And they provided humanitarian relief to tens of millions over the past half century.

They etched heroism indelibly upon a century of American history. Over those many years, they held the high ground because of the patriotism, courage, fidelity — and sometimes the blood — of Nero, Ochs, Doolittle, Erwin, Levitow, Loring, Grissom, Pitsenbarger, Aldrin and countless others.

For me, it is a great honor to lead our effort to build this long overdue tribute to the men and women of the United States Air Force.

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It is also an honor to assume the mantle of the Memorial Foundation leadership from Chuck Link; an Airman's Airman and an uncommon officer. Thanks to the friendship forged with you, he's brought us to the doorstep of our dream.

Despite our tremendous progress, I'm deeply troubled by where we stand today.

Our goal is to break ground on September 18, 2001, the 54th anniversary of the United States Air Force.

We've dotted every "i" and crossed every "t." Our approved site is the most magnificent in Washington. Our memorial design is a run-away award winner. We're in full compliance with every law, every review board and every commission.

But we've only raised \$24 million of the \$30 million we need to break ground. And remember, our memorial won't be paid for with a single tax dollar. Nor will we saddle the Memorial Foundation with a mortgage or a single penny of debt!

To hit our goal, we need to pull out all the stops. We must attack with a relentless, nationwide, grassroots veteran-to-veteran campaign that reaches beyond the Air Force Association, beyond the Air Force Sergeants Association and into the active duty community.

We can't stop there. We must hit hard-to-reach pockets of retired Air Force, Air Force suppliers and every friend and family member of every man and woman proud enough to wear Air Force blue.

The Secretary of the Air Force and the Chief of Staff have been very helpful. But they're constrained by the same rules of privacy that prevent the Memorial Foundation from reaching potential allies and supporters.

That's why we need your help. No one can take your place. You are the key to victory.

Because of your strong support and generous gifts, I've taken the liberty of commissioning your enclosed 2001 Air Force Memorial Foundation Sponsor's card and personal correspondence labels bearing our "110%" insignia.

There is a certain symbolism inherent in 110%, which completely describes what you, and thousands like you, have done for our dream over the past several years.

No one can earn these unique symbols of our commitment except by standing at our side. That's why I'm hoping you'll carry this card in your wallet. And when you're visiting an Air Force gathering, group reunion or football game, pull it out.

Urge others around you to take out their 110% cards. Then talk about the memorial and PRESS the non-card-carrying into joining the Foundation and earning their 110% cards.

If time and distance make face-to-face pressure impossible, then display one of the Air Force Memorial's 110% insignias on your personal correspondence. Please make sure you add a few lines in your letters about 110% participation in the Memorial Foundation.

Your commitment to our cause, your passion and pride in Air Force Service are the most powerful persuaders. So please accept your 110% Sponsor's card and correspondence labels with my heartfelt thanks for helping us launch this final sortie.

Over the next four months, 110% must be our watchword ... our order of battle ... our target set. That's why your participation in our 110% project is absolutely vital.

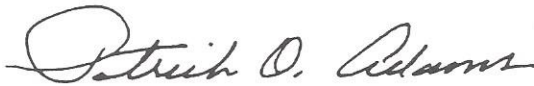
That's why I'm hoping you'll mark the 53rd Anniversary of the Air Force by making a tax-deductible contribution of \$53 to the Air Force Memorial Foundation today.

If you can double your gift and send \$106, or even send triple the gift and send \$159, you will put us within striking distance of our target set.

We are close — very close. Nothing could be more important than building this memorial and sharing our pride and patriotism with future generations.

Please let me hear from you soon. I look forward to working with you in the days and months ahead.

Most sincerely,



Patrick O. Adams
Brigadier General, USAF (Ret)

P.S. If your unit or reunion group can boast 110% participation in the Air Force Memorial Foundation, then please feel free to display the 110% logo on your communications. E-mail us at afmf@airforcememorial.org to request a digital file of the insignia. Thanks again.

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***NEAR THE WEST FRONT OF THE CAPITOL STANDS THE NAVY MEMORIAL,
A SHRINE TO BRAVE SAILORS DEFENDING OUR SEAS AND SHORES.***

***HIGH ABOVE ARLINGTON CEMETERY STANDS IWO JIMA, A SUBLIME AND STIRRING TRIBUTE
TO THE MARINES WHO ENDURED HELLFIRE AND HARDSHIPS.***

***SCATTERED ABOUT WASHINGTON ARE MEMORIALS TO FALLEN SOLDIERS, FROM WORLD
WAR I TO VIETNAM.***

***NOW, PREPARING TO RISE ABOVE WASHINGTON ON ARLINGTON RIDGE, IS A NEW MONUMENT,
ONE HONORING THE SERVICE AND SACRIFICE OF OUR AIR MEN.***

***IT IS THE UNITED STATES AIR FORCE MEMORIAL.
AND IT CANNOT BE TRULY COMPLETE UNTIL IT BEARS THE NAME OF***

Claude E. Jordan

Claude E. Jordan
510 Battery Pl.
Colonial Heights, VA 23834-3204

Dear Claude Jordan:

On behalf of the former Air Force Secretaries, Air Force Chiefs of Staff, Chief Master Sergeants of the Air Force, it is my great pleasure to invite you to become a Charter Sponsor of the United States Air Force Memorial.

This invitation is offered neither casually nor widely.

Instead, it is a unique invitation to ensure your name and your service to your country is honored for generations to come.

Claude Jordan, I hope you will accept my invitation today so we may place your name within the Air Force Memorial.

Let me tell you the story of the Air Force Memorial and why you have been chosen for the honor of permanent recognition.

The Air Force has been blessed with a great many heroes. From Eddie Rickenbacker and Billy Mitchell, to Bill Pitsenbarger, John Levitow and Buzz Aldrin.

Time and time again, airmen, officers and enlisted alike, have put their lives on the line - sometimes losing them - for this magnificent country of ours. In the face of almost certain death and seemingly insurmountable odds, their commitment has never once wavered.

But for decades, they've gone without the honors befitting their service.

All that changed the day the Gulf War ended.

As our troops came home, our brave and valiant Soldiers, Sailors and Marines gathered around their memorials to connect their recent victories to the continuum of their Service traditions.

But our Airmen had nowhere to go to ... no special place of honor where they could remember, reflect and reconnect with the traditions of our service ... to celebrate our victories, remember our losses and keep alive, fresh and green our courage, conviction and the memories of our sacrifices.

After a five-year uphill climb and requisite appearances before The Commission of Fine Arts and the National Capital Planning Commission, we secured a site on Arlington Ridge, approximately two football fields southeast of the Iwo Jima Memorial.

Near the Arlington grave of Lt. Thomas E. Selfridge, the first military aviation casualty, and countless other Air Force and Army Air Corp veterans who now rest with God.

As you can see from the enclosed brochure, the design embraces solemnity and expresses proper respect for all the dedicated air and ground crew, backshops, depots, development labs and countless others central to air power's achievements.

It will etch a permanent reminder upon our nation's conscience that freedom is won at the business end of a surface-to-air missile. Or during tense, terror-filled moments at an underground missile control console.

And, all that stands between us and the groundbreaking is you.

By December 2, 2000, we must raise a total of \$30 million.

Boeing, Lockheed Martin, Northrop Grumman, Raytheon, General Electric, TRW, General Dynamics, United Technologies and other aerospace concerns, along with a handful of generous corporations, veterans' organizations and patriotic individuals, have given almost \$21.5 million, leaving us just over \$8.5 million to go.

Please remember that not one tax dollar will be used to build the memorial.

And unless we raise the \$30 million and our enabling legislation expires, we will lose our site, and our dream will die.

That's why I'm hoping you'll become a Sponsor of the Air Force Memorial by making a tax-deductible gift of \$25, \$35, \$50, \$100 or \$250 to the Air Force Memorial Foundation today.

\$8.5 million might seem like a lot. But it's not.

If every Air Force friend and family member gave a minimum contribution of \$50, or even \$25, we'd raise that money overnight.

To thank you for your gift of \$25 or more, I'd like to confer upon you the status of Charter Sponsor.

In recognition of your rank as Charter Sponsor, you will receive the Memorial Foundation's official lapel pin, newsletters and invitations to our groundbreaking and other major milestone ceremonies.

To thank you for your sacrifice of \$50 or more, I will send you our official Charter Sponsor certificate and a handsome rendering of the memorial encased in lucite. Both honors are explained in detail in the enclosed brochure.

Charter Sponsor status also comes with a very unique tribute that will have significant meaning to your family for generations to come.

Upon entering the mezzanine area, below the memorial, you'll see one of the most unique features of the Air Force Memorial: The Airman's Chapel.

Your name, or the name of someone you wish to remember, will be entered in the Sponsor's Registry and kept on permanent display within the chapel.

(We'll also include an exact replica of the Sponsor's Registry on the Air Force Memorial Web site.)

And through the years when your children, or their children, visit Washington or surf the Web, they will see your name inscribed in this noble registry as a guardian of the Air Force spirit and service.

For me, as a former enlisted aircraft mechanic, Vietnam pilot, wing commander and general officer, nothing could be more important than keeping alive the spirit and meaning of Air Force service ... the spirit of individuals like:

Major Charles Loring who dive-bombed his badly damaged F-80 into enemy gun positions on North Korea's infamous Sniper Ridge. In so doing, this Medal of Honor recipient surrendered his life but saved the lives of hundreds of American troops.

Or, Sergeant John Levitow who, wounded and dazed, threw himself on a smoldering magnesium flair, dragged it to the cargo door and threw it out before it ignited and killed his gun ship's crew.

Or, the air and ground crews whose incredible delivery of supplies decawed a determined Soviet bear's blockade of Berlin.

Or the missileers who never once wavered during their long, lonely, silent vigil during the dangerous years of the Cold War.

These moments of heroism are only a handful among the thousands performed by men and women proud enough to call themselves part of the United States Air Force.

And they've never asked anything in return except the right to continue doing a job they believe in for a country they love.

That's why I'm counting on you to help honor their memory by making a contribution of \$25, \$35, \$50, \$100, \$250, or the most generous amount you can afford, to the Air Force Memorial Foundation today.

The dream of our Air Force Memorial will never come to life without your friendship and support. So please, let me hear from you soon. Thank you.

Sincerely,



Charles D. Link
Major General USAF (Ret.)

P.S. Remember, to have your name included in the Charter Sponsor's Registry, please return your gift as soon

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CMsSgt. James Staton, USAF (Ret.)



January 31, 2000

Dear Sms Jordan:

I don't think Americans can understand what it means to be part of the Air Force until they've seen what I have witnessed time and again, most recently a few months ago.

I was lost in thought, wandering the proposed Arlington Ridge site for our new Air Force Memorial.

A distant rumble caught my ear, and I turned toward Arlington Cemetery where Lt. Thomas Selfridge, the first military aviation casualty, and so many other Air Force and Army Air Corp veterans now rest with God.

From the east, a four-ship flight of F-15s approached at low altitude. As the four jets passed, one split off, racing toward the sun, leaving the missing man formation as a tribute to the lost airman's funeral below.

I believe you and I and every member of the Air Force family share a special bond with those who serve ... and those who have gone before.

For that reason, I can't imagine building our Air Force Memorial without your active participation.

So today, on behalf of the Air Force Memorial Foundation, which has been established for the sole purpose of building the memorial, I want to extend you an invitation to join us as a Sponsor.

If you accept my invitation, I hope you will help the foundation build the memorial by making a tax-deduction contribution of \$25, \$50, \$100 or \$250 today.

Your name (or that of someone you wish to remember) will be then enrolled in the official Sponsor's

over, please

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www.airforcememorial.org

Register, to be unveiled during the memorial's opening ceremonies and maintained on permanent display.

I don't believe there is a better way to symbolize your partnership with our Air Force brethren than by having your name, as a Sponsor, on display for decades to come - for visitors to see when they tour the memorial.

As you can see, the Air Force Memorial is a place where friends and family can go to remember, reflect and reconnect with the traditions of our service. To celebrate our victories, remember our losses and keep alive, fresh and green our courage, convictions and the memories of our sacrifices.

We struggled to find a design that embraced solemnity and expressed the proper respect for all the diverse Air Force specialties that come together to create aerospace power.

We fought and won a courtroom battle with an outspoken and misinformed minority that sought to keep us from honoring our heros. See attached NEWS article.

We struggled, we fought and we won. Now, all that stands between us and groundbreaking is you.

By December 2, 2000, we must raise a total of \$30 million.

Boeing, Lockheed Martin, Raytheon and other aerospace concerns - along with a handful of generous corporations, veterans organizations and patriotic individuals have already given almost \$20 million - leaving us with just over \$10 million to go. Not one tax dollar will be used to build the memorial.

And unless we raise the \$30 million, the enabling legislation will expire, we will lose our site and our dream will die.

That's why I'm hoping you'll make a tax-deductible gift of \$25, \$50, \$100 or \$250 to the Air Force Memorial Foundation today.

Ten million dollars might seem like a lot. But it's not. After all, we've paved the way to victory in some of America's toughest battles. And if every member of the Air Force family became a

next page, please

Charter Sponsor today, we'd raise that money overnight...and break ground tomorrow.

To thank you for your sacrifice of \$25 or more, and remind all America of your commitment to Air Force ideals and values, I will send you our official lapel pin, commemorative decal, newsletters, as well as invitations to our groundbreaking and other major milestone ceremonies.

And, I'd also like to pay a very special tribute to you in the Sponsor's Registry.

Under the memorial we've planned a magnificent display. Visitors atop a circular mezzanine can look down upon a constantly changing view of the earth.

Through this display, you'll see the world through the "Airman's Perspective," from the fledgling first flight at Kitty Hawk to the exploration of space.

Upon entering the mezzanine area, you'll see one of the most unique features of the Air Force Memorial: The Airman's Chapel.

Your name (or the name of someone you wish to remember) will be entered in the Sponsor's Registry and kept on permanent display within the chapel. (We'll also include an exact replica of the Sponsor's Registry on the Air Force Memorial Web site.)

And through the years, when your children or their children visit Washington, or surf the web, they will see your name inscribed in this noble registry as a guardian of the Air Force spirit and service.

So, when you return your completed Sponsor's Acceptance with your contribution, please make sure your name is spelled properly and make any corrections in the space provided, because this is how your name will appear in our Sponsor's Registry.

For me, as a former enlisted aircraft mechanic, Vietnam pilot, wing commander and general officer, nothing could be more important than keeping alive the spirit and meaning of Air Force service.

That's why I'm hoping you'll help us raise our \$10 million in the

over, please

- 4 -

next 10 months and keep the Air Force Memorial dream alive.

As the president of the Air Force Memorial Foundation, I pledge to you total accountability and stewardship of every dollar you donate.

Today, our dedicated four-person staff operates out of small offices on the ground floor of the Air Force Association building. Our overhead is low, so that means 96¢ of every dollar raised goes to bricks and mortar.

But as I said, the bricks and mortar will never become the reality of the Air Force Memorial without you. So please, return your gift of \$25, \$50, \$100, \$250 or the most generous amount you can afford today.

At the heart of the freedom we enjoy stand the aircrew who faced flak and fear, pushing ever onward toward enemy targets. Standing with them are the dedicated groundcrews, backshops, depots, development labs and countless others central to airpower's achievements. Failure to honor these memories for want of a few dollars would be a terrible tragedy.

Please let me hear from you soon. Thank you.

Sincerely,



Charles D. Link

Major General USAF (Ret.)

P.S. Remember, please complete your Sponsor's Acceptance and return it with any corrections to your name for the Sponsor's Registry. We will be contacting you with more details.

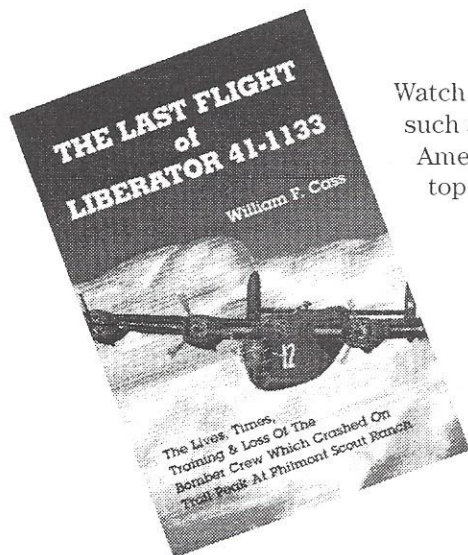
Introducing *The Last Flight of Liberator 41-1133*

The Lives, Times, Training & Loss of the Bomber Crew
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by William F. Cass, author of *Return to the Summit of Scouting*

The Last Flight of Liberator 41-1133 tells the full story of the bomber whose wreckage is confirmed by the nation's leading aviation archeologist as the most-visited military or civil crash site in the world. The wreckage is a reminder of the cost of World War Two's victory, a subject which pervades this poignant, in-depth look at just one of the many, many aircrews which perished during wartime training flights.

The book is in reality several books. It is about the lives of the seven men who were killed and, especially, about the training of the two young, recently commissioned pilots. Readers will follow the two young lieutenants from the summer of 1941 through their aviation cadet experience before undergoing four-engine training on Albuquerque-based B-24 Liberators in April 1942. You will share their joy of flying and know fear in the sky as well.



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Watch Philmont develop as the crew starts training in the summer of '41. Learn why there is such a strong relationship between Philmont and the Kansas City-headquartered, Heart of America Council, BSA. Become acquainted with the young man to whom the plaques on top of Trail Peak are dedicated. See how Scouting was a key influence in the pilots' lives.

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Readers who enjoyed such books as *Fate is the Hunter*, *Don't You Know There's A War On*, *The Last Enemy*, *The Perfect Storm*, *Wings of Morning*, *The Winds of War*, and *Return to the Summit of Scouting* will certainly enjoy *The Last Flight of Liberator 41-1133* since it is part techno-thriller, part biography, part social history, a celebration of flight, and an unabashed, nostalgic look back at America during the best and worst of times. And for aviation enthusiasts, there is ample opportunity to enjoy a writing style which uniquely recaptures those planes with great round engines that drip oil, belch fire, and cough smoke.

The Last Flight of Liberator 41-1133

- ISBN 0-9702972-0-3
- 456 pages
- 95 photographs, most from private albums.
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- Essential for any Scouting/Philmont book collection

Profits from sales of *The Last Flight* will ultimately be donated to the Philmont Staff Association and in memory of the crew members to organizations with which they had or would have had some affiliation including the Tribe of Mic-O-Say (Heart of America Council, BSA), Hiram College (Hiram, Ohio), The Grange Hall (North Jay, Maine), and The Harold Blackburn Fund (Oakland, California).

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PER C.E. JORDAN'S REQUEST - PLEASE FILL OUT THE FOLLOWING
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Yes, Make donation as follows:

<input type="checkbox"/> \$1,000.00	<input type="checkbox"/> \$2,000.00	<i>Other \$ _____</i>
<input type="checkbox"/> \$1,500.00	<input type="checkbox"/> \$2,500.00	

No, do not make donation.

Please mail ballot to:

***C. E. Jordan
510 Battery Place
Colonial Heights, VA 23834-3204***

THIS SHEET IS FOR INDIVIDUAL DONATIONS ONLY!!!!!!

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Method of Payment

Amount: _____ Date Sent: _____
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www.airforcememorial.org



DECLARATION OF SUPPORT

To: **Patrick O. Adams**
Brigadier General, USAF (Ret)
President

From: _____

Dear General Adams:

Thanks for my new Sponsor's card and address labels. You can count on me to live, breathe and preach 110% participation in the Air Force Memorial Foundation. To help hit our \$6 million goal, I'm enclosing my special tax-deductible contribution of:

☐ \$35 ☐ \$53 ☐ \$106 ☐ \$159 ☐ \$ _____ Other

Method of Payment: ☐ Check enclosed (payable to the Air Force Memorial Foundation)

☐ ☐ ☐ ☐

Card # _____

Exp. Mo./Yr. _____ / _____

Signature _____

Date _____

H001019008

The Air Force Memorial Foundation is an authorized 501 (c) (3) foundation. This contribution is tax-deductible to the full extent of the law. Our tax ID number is 54-1629975.

To make an individual donation: Insert your name and address above where it says From: and underneath your name put 307th Bomb Group (WWII)